

# Navy News

JANUARY 1997

60p



**25 years in the life of RN's most northerly air station**  
centre pages



**Learning to survive your worst nightmares**  
pages 12-13



**Aggie, Gawd Bless 'Er!**  
page 37

**150 committee posts under review in non-Naval run groups**

## CUTBACK IN NAVY'S CHARITY PLANNERS

PLANS HAVE BEEN drawn up to reduce the Royal Navy's involvement in non-Service run charities which benefit serving and ex-Forces personnel.

A review by staff of the Director Naval Service Conditions has taken place against the background of cuts in Naval personnel and increased demands on responsibilities as a result of charities legislation in the past few years.

**Museums in line for Lottery millions**

THE ROYAL Navy Submarine Museum is seeking National Lottery cash to help it carry through a £4.7 million development plan.

The news came days after a £2.7 million Lottery grant was approved for the Royal Naval Museum which is undertaking a £10 million redevelopment plan.

The submarine museum will make its bid in May, and hopes to get at least £3 million of the money needed to house and display its growing collection in surroundings that will preserve it.

Alongside the Lottery appeal, the museum trustees are planning to seek partnership funding and to raise the remaining £1.7 million through

● Turn to page 2

At present 150 Naval personnel hold ex-officio posts on the committees of 43 non-Service administered charities – those whose trustees are not all members of the Armed Forces. Serving personnel involved in such work spend an estimated 2,000 man-hours a year in meetings alone.

"In future ex-officio involvement will be with charities which support serving personnel and at a level and number of representatives commensurate with the Service's interest," said Lt Cdr Tony Cooper, DNSC's Charities Projects Officer.

Trusteeships of non-Service administered charities are being discouraged, and – due to concerns about conflicts of interest – trusteeships are being withdrawn in the case of charities which have a trading function.

Among the biggest of the charities involved is King George's Fund for Sailors which last year disbursed £2.73 million. It has three Naval members on its General Council – a commodore, a lieutenant-colonel RM, and a warrant officer – and its fund-raising committee representatives throughout the country include about 20 RN personnel.

"What we won't do is to suddenly leave a charity looking for replacements for its Naval

● Turn to page 8

**They're the No.1 skydivers!**



MEMBERS OF the Royal Navy Freefall Parachute Team smarten up their act in preparation for the international Air Day which this summer will mark the 50th anniversary of RN air station Culdrose.

The quartet, in order of descent, are LAEMs Dave Bruce, Elkie Brooks, Scotty Wheeler and AEM Fergie Campbell. They are wearing their No.1 uniforms over their flying suits.



## Ocean makes first voyage

THIS picture of the helicopter carrier HMS Ocean is the first photograph of her at sea under her own power.

It was taken during the ship's journey from the Clyde – where the first stage of her build has been completed by Kvaerner Govan – to Barrow in Furness where she will be fitted out by VSEL.

On the way, Kvaerner Govan conducted the ship's first sea trials.

**DON'T MISS OUR DOUBLE PAGE CUT-AWAY DRAWING OF HMS OCEAN IN THE MARCH ISSUE OF NAVY NEWS.**



# Plan to spend £15m on RN heritage

● **From front page**  
a Campaign Support Group which will form the nucleus of fund-raising groups at home and abroad.

The planned development at Gosport includes a new heritage centre with environmental control to care for the museum's archive of hundreds of files, over 130,000 photographs, and over 3,000 books and periodicals.

An extension to the museum building will house three new galleries and a second floor will be added to the administration block to create a new gallery and to expand cafeteria facilities.

Britain's first submarine, Holland 1, is housed at present in a conservation tank and after her chloride washing

process will need continued restoration and preservation. The tank is designed to be converted into an environmentally controlled viewing hall, something for which Lottery money will help to pay.

The museum hopes to have the work completed in time for the centenary of the Royal Navy Submarine Service in 2001, and the plan is being supported by Flag Officer Submarines, currently Rear Admiral James Perowne, and his Submarine Centennial Committee.

Museum Director, Cdr Jeff Tall, told *Navy News* that the prestige of Holland 1 and the preserved A-class submarine Alliance had grown as a result of being included in a recent list

of important historic ships compiled by the National Historic Ships Committee.

The vessels are among 93 named by the committee. The list also includes the destroyer HMS Cavalier, the frigate HMS Unicorn, HMS Belfast, HMS Warrior, the Mary Rose and HMS Victory.

## No award

Victory will not receive a Lottery award, however. "The ship is in commission in the Royal Navy and there is no requirement for her to receive Lottery money," said her Commanding Officer, Lt Cdr Mike Cheshire.

The Royal Naval Museum's grant was announced on the same day that

the Princess Royal visited the Portsmouth complex.

The money will boost the first phase of a five-year redevelopment plan. The initial phase, costing almost half the total, will now start in April and will form a dramatic representation of the Battle of Trafalgar.

The display will include *The Trafalgar Experience* – the sights, sounds and smells of the battle. There will be an interactive-based exploration of life on board and a new presentation of the artist Wyllie's panoramic representation of the battle.

A new exhibition will feature *The Nelson Story* – a specially commissioned film of Nelson's life, and an

analysis of the man and the hero. A series of themed exhibitions and display, *The Making of the Navy*, will reveal aspects of life in the Service up to 1860.

The second phase of the project will start before the Millennium and will provide a series of 20th century galleries focusing on personal stories. Other new features will be a new education centre including a lecture theatre, classrooms and meeting rooms.

Fund-raising for the project has already brought a pledge of £750,000 from Hampshire County Council. Other contributors include the Society for Nautical Research, P&O Ferries and Portsmouth Naval Base Property Trust.

## Changes in hearing loss rules

# MEDICAL VIEW TRIGGERS WAR PENSION MOVE

NEW MEDICAL opinion about hearing loss has brought about a change in the way war pensions will be awarded to some claimants.

## Kaiser's Victory inkstand found

AN INKSTAND in the form of a model of HMS Victory and once owned by Kaiser Wilhelm II has been discovered in an attic in Berlin.

The 3ft long stand was made out of wood from Victory and was used by the Kaiser to sign the German mobilisation order which started the First World War. Ironically, the inkstand bears the flags of Nelson's signal at Trafalgar: England expects that every man will do his duty.

The model stood on the Kaiser's desk in the Royal Palace at Potsdam and is now being displayed for the first time in an exhibition in Berlin which evokes the close ties between the royal houses of Germany and Britain before 1914.

"The inkstand is an elaborate representation of the hull of the Victory," exhibition organiser Dr Wilfried Rogasch told *Navy News*. "It formed the centrepiece of the Kaiser's desk which is also said to have been made of wood from the Victory, but which is now lost."

Dr Rogasch found the model in an attic of the Summer Palace in Berlin six months ago. It had been stored there by the former Communist regime in East Germany and bears small marks of heat damage from the Second World War.

The model bears the maker's plaque "Waring & Gillow, London", although it is not clear as to how it got to Germany. A spokesperson for the Royal Archive at Windsor said there was no record of it being presented to Wilhelm by his grandmother, Queen Victoria, his uncle Edward VII or his cousin, George V.

The Kaiser was a great admirer of the Royal Navy and a keen sailor. He was an honorary Admiral of the Fleet in Britain and regularly took part in Cowes Week. It is possible that he may have bought or commissioned the item himself.

Announcing the changes, Minister of State for Social Security Lord Mackay of Ardbrecknish said medical experts do not now support "interaction between noise induced sensorineural hearing loss and any subsequent hearing loss". That means that subsequent loss of hearing is due to other causes, such as ageing, which have nothing to do with service.

"For this reason, future increases of war pensions for noise-induced sensory hearing loss can no longer be made to people whose hearing deteriorates after leaving the the Armed Services," he said.

War pensions already paid for hearing loss are unaffected, and pensions will continue to be awarded to people whose hearing is badly affected while in the Forces.

## Streamlining

Lord Mackay has also made proposals for changes designed to streamline some areas of war pensions and allowances, and to benefit recipients.

Among the initial proposals are:  
□ The automatic award of a war widow's pension, and the payment of funeral costs, to the widow of a disablement pensioner who was at least 80 per cent disabled and in receipt of unemployment supplement.

□ To extend restoration of war widow's pension to those who lost it on cohabitation, and who are no longer cohabiting.

□ Abolition of the allowance for

new claims for the little-used war widow's rent allowance.

□ The abolition of rank distinction in war disablement gratuities, the amount to be awarded at the level currently being paid to majors and equivalent.

□ To have one rate – the higher rate – of clothing allowance for war disablement pensioners.

□ Minimum levels of disablement for several allowances.

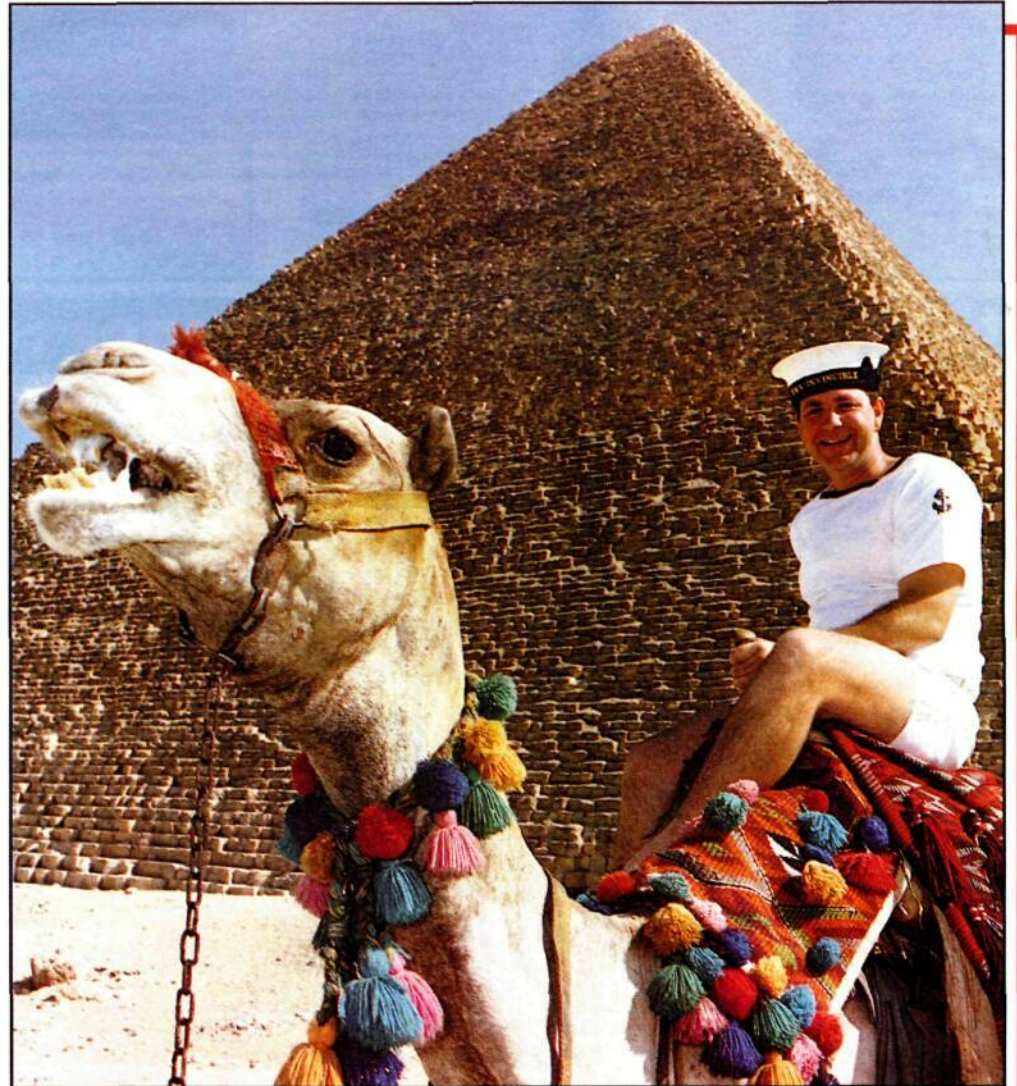
□ A 40 per cent disablement threshold for new claims for war pensioners' mobility supplement and the allowance for lowered standard of occupation (ALSO).

□ A threshold of 80 per cent disablement for new claims for unemployment supplement.

□ Restriction of new awards for ALSO and unemployment supplement to those under 65 at the time of the claim.

□ To make all payments from the first day of entitlement.

□ Abolition of long-term assessment. The results of interim assessments – except those where a specific period is appropriate – would remain in force unless there was a reason to review them.



## Lancaster saves global yacht race navigator

A CREW member of the yacht *Save the Children* was saved himself by HMS Lancaster when he contracted a serious kidney infection in the South Atlantic.

The yacht, taking part in the BT Global Challenge race, was 350

miles south-east of Montevideo when she radioed for urgent help for her navigator, Kurt Kinsast.

Her call was answered by HMS Lancaster, the Falkland Islands Guardship en route from the Falklands to Montevideo.

The frigate increased speed to rendezvous with the yacht and transfer Mr Kinsast to the ship by boat. He was treated by Lancaster's Medical Officer, Surgeon Lt Cdr Chris Hand, and by the time Mr Kinsast was able to reach hospital in Montevideo he was in a stable condition.

## HMS Endurance

Help from the ice patrol ship HMS Endurance saved the islanders of Tristan da Cunha from a bleak Christmas. All the Christmas shopping for the remote, South Atlantic community was on board the RMS St Helena – and she could not land the goods due to heavy weather.

Fortunately, Endurance was in the area and her two helicopters transferred the stores and flew passengers and luggage out. The stores included medical supplies.

The Governor of St Helena sent his thanks to Endurance on behalf of the Tristan islanders.

## Pyramid sailing!

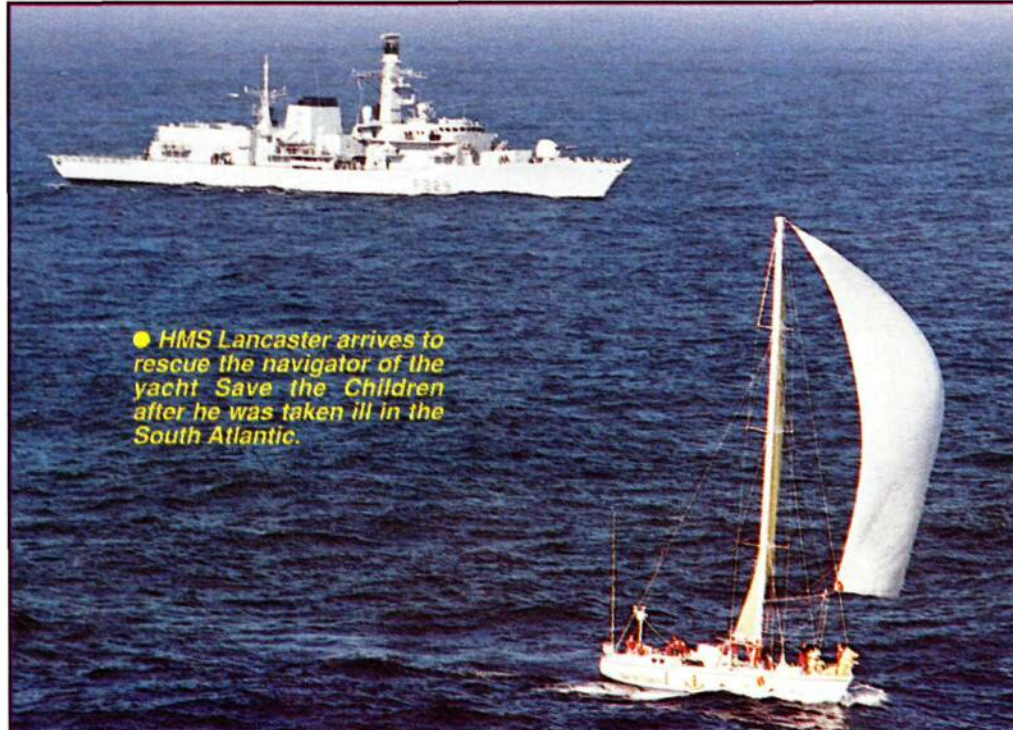
THIS ship of the desert proved a reluctant mount for LA(AH) Bob Holborn during a run ashore to see the Pyramids. The opportunity came when HMS Invincible landed some of her ship's company for a 36-hour visit to Cairo while the aircraft carrier was in the Suez Canal and on her way home.

She arrived in Portsmouth shortly before Christmas after a four-month deployment to the Norwegian Sea, the Mediterranean and the Gulf, becoming the first British carrier to visit Kuwait for 35 years.

## Return of Sovereign

HM submarine Sovereign has rededicated at Rosyth after a protracted refit. Guest of honour was Flag Officer Submarines, Rear Admiral James Perowne who stood in for the boat's sponsor, Lady Ashmore, who could not attend.

Other guests included the Mayor and Mayoress of Derby. A reception was hosted by Babcock Rosyth Defence Ltd, and the rededication cake was cut by the Commanding Officer's wife, Hillary Vaughan, and the youngest crew member, OM(WSM) Colin Young.



● **HMS Lancaster arrives to rescue the navigator of the yacht *Save the Children* after he was taken ill in the South Atlantic.**



# Wrens gain write of entry

THE WRITING's on the wall for another male bastion – after 109 years women have finally been admitted to the RN Writers Association.



● In her own write: a secretary at the WRNS headquarters in Great Stanhope Street, 1917.

## Birthday barbecue bash for Brum

TAKING a break from duty as the UK's contribution to NATO forces in the Mediterranean HMS Birmingham celebrated her 20th birthday alongside at Taranto with an inter-mess it's a Knockout competition and barbecue.

The Type 42 destroyer has steamed over half a million miles and seen service in all four corners of the world since she commissioned in December 1976.

□ Getting in the picture are stokers from 3P Mess.

To be fair, they wouldn't have been let in before 1917 anyway, when the newly formed WRNS identified a need for book-keepers among other specialisations.

But their exclusion thereafter is less easy to explain.

"Having taken over the reins as president last year, my first main aim was to accept females into the Association, given that they now carry out the same sea/shore tasks as the males," WOTR J.A. Stych told *Navy News*.

"In the past they carried out either General Duties or Pay but not both – but that changed about the time the Wrens went to sea.

"We have a lot of old and bold members and this was a bone of contention – but following a referendum and lots of red tape one of the oldest associations of any of the three Services has at long last opened its doors to accept female members."

He was hoping that as many as 200 would want to join to boost a membership which is currently around the 400 mark.

But first reaction from the Association of Wrens was one of surprise.

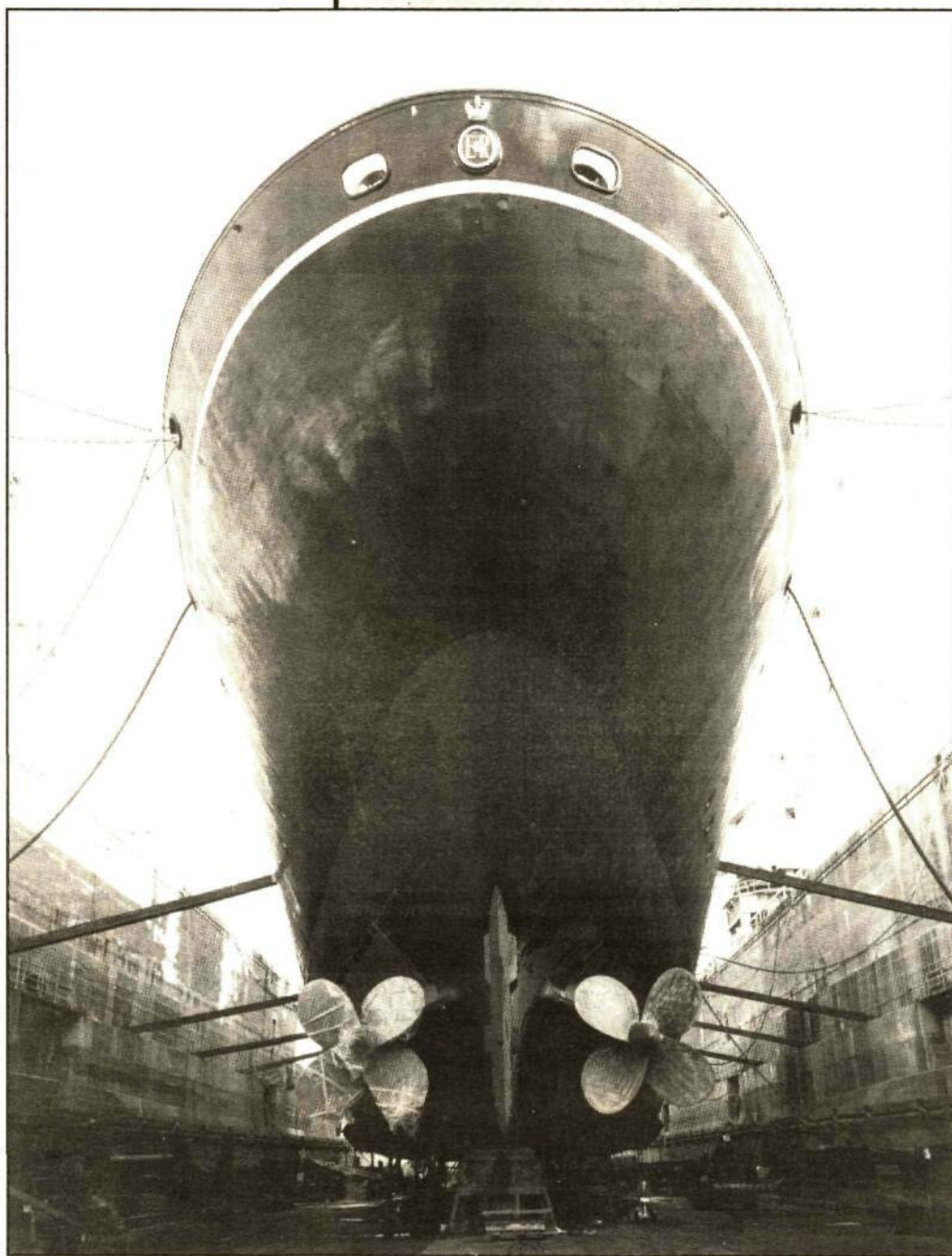
"I wasn't aware there was such an association – let alone that women had been excluded from it," said Secretary Jane Hardy – herself an ex-Writer.

## Westcountry welcome for US frigate

PART of NATO's Standing Naval Force Atlantic, the frigate USS Aubrey Fitch spent the Christmas holiday at Devonport.

The ship's 'Dial a Sailor' telephone line was flooded with calls from local families inviting members of her ship's company to their homes.

A varied social and sporting programme was also laid on for her.



## Freedom returned to city

FREEDOM of the City of Portsmouth, which lapsed with the laying up of the Colour of the last Flag Officer Portsmouth in March last year, has been returned to the Royal Navy by the City Council.

Said Naval Base Commander Cdre Iain Henderson: "I am extremely proud to receive this honour on behalf of the Naval Base Command. This once again helps demonstrate the strong and historic links between the Royal Navy and the City of Portsmouth."

## The lowdown on the yacht

AMID renewed calls for a decision on her replacement, HMV Britannia was nearing the end of her last major maintenance period.

She is pictured in dry dock at Portsmouth for a routine survey and repairs to her hull.

The work included replacing the fairlead in her fore-castle. This was manufactured from sheet steel in the FMRO workshop – an unusual event as, when casting facilities were commonly available, such large and bulky items would have been cast in one piece.

Also it had to be rivetted in – and rivetting is also seldom practised with the advent of modern welding techniques.

Mr Joe Melhuish was brought out of retirement to do the job – quite likely the last rivetting operation to take place in the RN.

## IN BRIEF

COUNTESS Mountbatten of Burma visited HMS Collingwood to attend the passing out ceremony of an Operator Mechanics (Communications) Class and the rededication of the Mountbatten Stone.

□ □ □

INTERACTIVE Learning Centre at HMS Nelson, a laboratory style self study training centre to teach information technology office skills, was opened by Rear Admiral Rodney Lees, Chief of Staff to the Second Sea Lord.

□ □ □

HMS BEAGLE's ship's Company paid their first visit to their affiliated town of Arundel.

□ □ □

MEMORIAL Service for Vice Admiral Sir Rufus Mackenzie will be held at Guildford Cathedral on February 8 at 1130.

□ □ □

HMS VANGUARD Starboard Crew were visited by General Sir Martin Farndale, Master Gunner Royal Artillery, for divisions in the Shiplift, HM Naval Base Clyde.

□ □ □

REPRESENTATIVES of the Worshipful Company of Information Technologists visited HMS Collingwood to research the IT practices at the Navy's school of electrical engineering.

□ □ □

THE DESMOND WETTERN Maritime Media Award, coveted prize for the top maritime journalist, has been awarded to Richard Scott, Editor of *Janes' Navy International*.

□ □ □

KOREAN National TV Network was in Portsmouth last month filming a documentary on the Komondo/Port Hamilton Incident of 1885-87 when the RN occupied a Korean island.

## Wireless Trophy marks a Vivid team effort

HMS VIVID, the Naval Reserve Training Centre at Plymouth, has won the Mountbatten Wireless Trophy.

The prestigious annual award is given for high standards in efficiency and achievement in communications training within the RNR.

Lt Cdr Margaret Myers, officer in charge of the Communications Section said it recognised a whole team effort.

She oversees around 30 junior and senior ratings who attend up to eight training weekends at HMS Vivid each year. These give personnel the opportunity to operate ships communication equipment making contact with other RNR units and ships at sea.

## Abseilers are on the ball

A TEAM of Royal Marines abseiled 200 ft from an 847 Naval Air Squadron Lynx helicopter to deliver the match ball for the England v New Zealand Barbarians game at Twickenham.

The event was part of the pre-match entertainment to commemorate the Rugby Football Union's 125 year history.

Also entertaining the 75,000 crowd was the Band of HM Royal Marines Commando Training Centre.

## CHARITIES COMBINE

ON January 1 the Soldiers' Sailors' and Airmen's Families Association and the Forces Help Society and Lord Robert's Workshops – each dating back to the last century – combine as SSAFA Forces Help.

This major caseworking charity is there to assist as many as 14m Service and ex-Service personnel, their families and dependants.

It has over 7,000 volunteers, most of them professionally trained in-house, based throughout the country.

## Champion club

THE CHINA Fleet Club at Saltash, Cornwall has been voted Champion Club of Great Britain by Club Mirror magazine.

It is the second year running that the club has received an award – it was earlier voted Fitness and Country Club of the Year, a title it retained in 1996.





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# Vigilant and elusive

THE NAVY'S newest Trident submarine is powerful symbol of the modern Senior Service – but the name has been around for 251 years.

The first Vigilant was a 58-gun ship captured from the French in 1745, and an eight-gun schooner Vigilant served in Canada at the same time.

The third Vigilant, a 64-gun 3rd rate, fought in several engagements, including Ushant (1778), Grenada (1779), Martinique (1780) and Cape Spartel (1782), ending her days as a prison ship.

After a succession of minor vessels, the 12th Vigilant formed one of the first links with submarines – the 240-ton tug was involved in an unsuccessful attempt to rescue the crew of HMS Thetis, which sank in Liverpool Bay in 1939.

The 20th Vigilant, launched in December 1942, won most of the name's battle honours. The 1,808-ton Valentine-class destroyer supported the Fleet Air Arm attack on the Tirpitz in April 1944, and was involved in several decisive actions in the Far East in 1945.

The current HMS Vigilant, built by Vickers Engineering and Shipbuilding Ltd at Barrow-in-Furness, is the 22nd RN vessel to bear the name.

Vigilant is an impressive ship – 150 metres long, nearly 16,000 tonnes displacement when submerged, and an underwater speed in excess of 20kts.

Yet all this is powered by a nuclear reactor containing so little radioactive material it could be fitted into a small pot.

The Rolls-Royce pressurised water reactor provides steam for the boat's propulsion turbines and turbo generators.

Air conditioning units supply pure air, electrolyzers extract oxygen from the sea, and other filters and machinery remove

dust, waste gases and other impurities.

As a result, Vigilant is able to cruise without the need to refuel or even resurface, and is limited only by the needs of the 132 men who live in her.

With little chance of detection as she silently patrols beneath the waves, Vigilant can detect other submarines and ships at long range and can receive messages at below periscope depth, ensuring round-the-clock communications are maintained.

And the reason for all this sophisticated machinery is amidships – 16 missile tubes, each capable of housing a 60-tonne Lockheed Trident D5 strategic nuclear missile with a range of between 4,000 and 6,000 nautical miles.

Also amidships is the bulk of the crew's accommodation – the Vanguard class has twice the displacement of the Polaris boats they are replacing, and with four decks instead of three the ship's company lives and works in better conditions than were possible before.

The submarine also has four reloadable torpedo tubes forward, capable of firing the gas-turbine-powered two-ton Marconi Spearfish torpedoes.

The submarine has an impressive range of sensors. Above-water equipment, contained in self-protection masts in the fin, include optical, television camera and thermal imager periscopes, as well as communications, electronic countermeasures and navigational antennae.

The Vanguard class also has the advanced Type 2054 sonar, and all information is fed into the Submarine Command System, the vessel's "brain" which assimilates the incoming data to allow the ship's commanding officer to make the correct tactical decisions, and also provides the means to use the powerful weapons.

Vigilant now embarks on extensive trials, after which she will be available for her first active deployment.

To order postcards of the 'Ships of the Royal Navy' series please see the advertisement on page 8



● Silent watcher – Trident submarine HMS Vigilant arrives at Faslane under the White Ensign for the first time.

## Facts and figures

**Pennant number:** S30  
**Builder:** VSEL, Barrow  
**Launched:** October 14 1995  
**Commissioned:** November 2, 1996  
**Displacement:** 16,000 tonnes  
**Length:** 150 metres  
**Beam:** 13.2 metres  
**Ship's company:** Two crews, each of 132 officers and ratings.  
**Main machinery:** Rolls-Royce Pressurised Water nuclear reactor; two GEC turbines; 27,500hp; one shaft; pump-jet propulsor; one auxiliary retractable propulsion motor; two WH Allen turbo generators; two Paxman diesel alternators; 2,700hp.  
**Speed (dived):** Over 20kts  
**Armament:** Trident D5 strategic nuclear missile; Marconi Spearfish torpedo.  
**Combat data systems:** Dowty Sema SMCS  
**Weapons control system:** Dowty tactical control system. SAFS 3 FCS.  
**Sonars:** Marconi/Plessey Type 2054 composite multi-frequency sonar suite including Marconi/Ferranti Type 2046 towed array, Type 2043 hull-mounted active/passive search and Type 2082 passive intercept and ranging.  
**Radars:** Navigation: Kelvin Hughes Type 1007; I-band.

## Battle Honours

Abyssinia	1868
Arctic	1943-44
Normandy	1944
Malaya	1945
Burma	1945

## AIRCRAFT OF THE ROYAL NAVY No 3



## Fairey IIIIF – classic design

ONE OF THE best known aircraft of the Fleet Air Arm between the wars, the Fairey IIIIF served in all the Royal Navy's aircraft carriers from the late Twenties to mid-Thirties.

The Fairey III series first made their appearance in 1917 and the F variant – the last – equipped RAF as well as FAA squadrons primarily in the reconnaissance role, although they could carry a small bomb load.

In all 622 were built, 379 of them for the Royal Navy. They equipped five Naval air squadrons and 12 flights. Seaplane versions equipped several cruisers, no fewer than eight being allocated to HMS York alone.

Later models of the IIIIF employed all-metal construction, the last of the type being delivered to the FAA in 1932.

By the mid-Thirties the IIIIF had been largely supplanted by the Fairey Seal, the last seagoing squadron to be equipped with the type being 822 in HMS Furious in 1936.

The IIIIFs soldiered on as target towing aircraft based at Malta for the Mediterranean Fleet and at Gosport for the Home Fleet. Other IIIIFs were used to train wireless-telegraphist air gunners (at Gosport), and observers at the School of Naval Co-operation at Lee-on-Solent. All remaining IIIIFs were declared obsolete in 1940, and the last one to see service was probably a target tug operating from Hong Kong before the Japanese invaded in 1941.

The Fairey IIIIF was a two or three-seat aircraft powered by a Napier Lion VA, XI or XIA, the last producing 570 hp. The last Naval variant of the aircraft, the IIIIF Mk IIIB, weighed 6,301 lb loaded and had a maximum speed of 120 mph at 10,000ft. Climb rate was 6.4 mins to 5,000ft. endurance three to four hours and service ceiling was 20,000ft.

Armament comprised one fixed Vickers machine gun firing forward and a manually operated Lewis gun in the rear cockpit. Up to 500 lbs of bombs could be carried.

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JACK

BY TUGS



## Letters

### St Vincent boys found

I WAS delighted to read the letter from J.White of Amanzimoti, Natal on the subject of the "lost boys" of HMS St Vincent (October issue).

Recently a number of ex-St Vincent boys held a meeting to establish an HMS St Vincent Association (1927-68).

The objects, membership criteria and subscription rates of the Association are currently being printed and we would be pleased to hear from anyone who served at the Gosport training establishment.

For details contact **John Holton**, 48 Perivale Gardens, Watford, Herts, WD2 6HR.

MR WHITE, I think we were probably in the same classes and travelled on the same trains at the same time from St Vincent to Ganges and then on to Bruce, where we were both in the same class, Collingwood 215, back in 1948.

You must remember it! Up at 0500, cold shower, double march around the parade ground then over the mast, including the devil's elbow, all before breakfast. — **R.F.Binmore**, Crawley.

### VC idea appeals

I WISH to thank *Navy News* for publishing my appeal for a memorial to James Magennis, Northern Ireland's only VC from World War II, in his native city of Belfast. It has helped my campaign tremendously.

Belfast City Council has now announced that such a memorial will soon be erected in a public place. — **G.Fleming**, Belfast.

# Cold reception at Qing Dao in days of Mao

YOUR CENTRE page spread on Qing Dao (November issue) was a revelation to me; I'd like to tell you what it was like there on a cold March week in 1959.

I was then a young AB rating in the Merchant Navy aboard the MV Harpagus of the Buries Markes Line. We had loaded 10,000 tons of phosphates in Casablanca and were bound, via Suez, to drop the cargo at Qing Dao.

Once in Chinese territorial waters radio silence had to be strictly observed with no shore contact other than by lamp. Once tied up at the jetty it was clear how run-down their facilities for unloading were — huge, rotting crane hulks, red-rusty, built pre-war on the Tyne, stood rusted to their rails, useless for anything.

For the four days we were to spend there, every last gramme of phosphate was unloaded by a never-ending stream, of circular motion down two gangways, of pairs of people carrying baskets on poles.

Although English ships were rare visitors, our reception was

very different from Exeter's.

Firstly, all deck crew were ordered up onto the cold, wet after deck and subjected to a display of bayonet points and prods. A senior Chinese armed officer screamed at us in English and produced my wall map — ripped from the cabin bulkhead — which he pronounced to be inaccurate.

China did not exist, he said — it was now the Chinese People's Republic.

We were treated like an enemy. A few of us had our 200 packs of Woodbines taken. That was the worst blow — ship's 'Woods' were bigger and better than Senior Service and tasted like heaven.

Going ashore was nothing like the experience the Exeter's people had. Day and night Chinese music blared out to keep the stream of basket carriers motivated.

The only entertainment was a large communal hut showing old films (in Chinese, of course). The local populace shrank from us, looking away, obviously fearful.

As for the famous Tsing-Tao beer, would that I could have found it. The stuff we had was weak and even at 1p a glass wasn't worth brushing your teeth in. We weren't sorry to leave — the letters from my girlfriend (now my wife) were opened and censored. — **P.J.Evans**, Droitwich Spa.

### Picky question

WHEN was picking oakum removed from the list of punishments? I have been driven to distraction trying to find the answer which seems to be the best kept secret in the world.

So far I have even drawn a blank with the likes of the Chief Naval Judge Advocate's Dept and the Head of Historical records, National Maritime Museum.

I can only hope that readers of *Navy News* can supply me with the answer that I have sought for so long. — **D.Bull**, Welwyn Garden City.

*Oakum is unravelled tarred hemp or manilla fibre taken from old rope which was used for packing seams and caulking the decks of wooden ships to make them watertight. A prisoner in the ship's cells was required to pick two pounds a day (Sundays excepted), the material to be weighed in his presence, morning and evening.*

The RN Museum has references to the punishment — which was also imposed in civilian prisons — up to the 1930s, but none after the beginning of World War II. — **Ed**.

# Uncovered — the story of an RN stone at Arnhem

FOR THE PAST three years, every Remembrance Day, I remember a RN rating whose name I saw on a grave stone in Oosterbeek Cemetery. The story is unusual and my current research into why he was there has come to a halt.

If anyone could help it would be much appreciated.

I must be one of the very few but lucky submariners trained to be a military parachutist and I have been very fortunate in being invited to jump with the 2nd Parachute Battalion at two major anniversaries, namely the 50th anniversary of the Bruneval raid and the 49th anniversary of Arnhem.

When I arrived at the briefing for the former a young paratrooper, seeing the epaulettes of a lieutenant commander, asked the Flight Sergeant what part of the raid the RN participated in.

His reply was sharp: "They took you off the beach and took you home."

The young paratrooper seemed happy with what was, of course, the true answer and became my "sea daddy" for the drop. The raid, an experiment in radio-dislocation, was one I had researched in minute detail and I was aware of the evacuation performed by the RN.

A following year I was invited to join 2 Para at Arnhem and met with a similar exchange: "What's the Navy coming with us for, Flight Sergeant?" "Young man, didn't you know that the Royal Navy gets everywhere and they were at Arnhem as well?"

Even I thought this was just a stalling statement — so imagine my surprise when two days later the young paratrooper who had posed the question this time asked me to accompany him to what he called "the matelot's grave".

There amongst the 1,757 graves was that of Air Mechanic 2nd Class L.A.Hooker of HMS Daedalus.

The following is pretty well confirmed. Hooker was responsible for splicing certain parts of the Horsa glider towing ropes that were fixed to the towing aircraft and it was while carrying out this task at Worthy Down that he became friendly with a young RAF gunner who was one of the aircrew of either a Stirling or a Dakota.

This gunner's wife was expecting a baby and he asked Hooker if he would take his place as a member of the aircrew. This appeared to have been agreed, albeit at what level of authority cannot be ascertained.

From here on the story of events has been difficult to trace. It is assumed that Hooker was lost in one of the glider towing aircraft, either a Stirling or a Dakota.

I have researched a number of books and transcripts pertaining to Operation Market (Garden being the code name reserved for the ground operation) but apart from the Commonwealth War Graves Commission listings there is no official mention of Hooker L/FN588276. — **Lt Cdr D.O.V.Hubbard**, Cdre Naval Drafting, Gosport.

### No escape for A7

SOME FRIENDS of ours in New South Wales are trying to trace the descendants of Robert William Nagle, who died when the submarine A7 went down near Penlee Point, Plymouth during manoeuvres on 16 January 1914.

Robert came from Australia — but it is believed that his wife Edith returned to her home town of Birkenhead with their two sons, Robert and Arthur, and that one of them later won an award for work on an escape hatch for submarines. — **K.Thomas**, Bedwas.

### Eaton of Trafalgar

ANOTHER notable 'Nelson' grave — that of Capt James Eaton, who as a Midshipman in HMS Victory hoisted the hero's famous signal "England Expects" at Trafalgar.

He died in 1857 at the age of 71 and is buried in All Saints Parish Church yard, West Bromwich. — **A.R.S.Aston**, Cannock.

### Divers' delight

ON HOLIDAY at Campbell River, British Columbia this summer, I said farewell to a Canadian warship, HMCS Columbia.

An escort vessel, in good trim, she was ceremonially sunk off Maud Island as a future tourist attraction for leisure divers. A new use for old warships! — **G.W.Clark**, Chislehurst, Kent.

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**

# Paddy's perfect pratfall



REGARDING the picture of a Sea Venom's wheels-up landing on HMS Eagle during the Suez operation, I enclose another picture in the sequence.

As you report, the aircraft had been hit by flak. All hydraulics were lost — and the observer, an RAF officer on exchange, had lost a foot.

The pilot, Lt Paddy McKeown, had neither the option of ditching nor of ejecting without killing him. The flight deck was cleared and crash barriers erected while the aircraft was in the landing circuit.

By a beautiful piece of flying, McKeown conducted a perfect landing, in spite of being without wheels and therefore having to catch a wire lower than usual and than as indicated by the mirror landing sight. — **Cdr J.A.Palmer**, Virginia Beach, Virginia.

YOUR piece on Operation Musketeer (November issue) mentions the green beret placed on the head of the statue of de Lesseps — but fails to note that the union flag and the French tricolour were placed in his right hand.

I was then serving in HMS Tyne, the HQ ship for Admiral Durnford-Slater. I believe she was one of the last ships to leave the area, sailing on Christmas Eve. — **B.Bryant**, Boston, Lincs.

## Navy News

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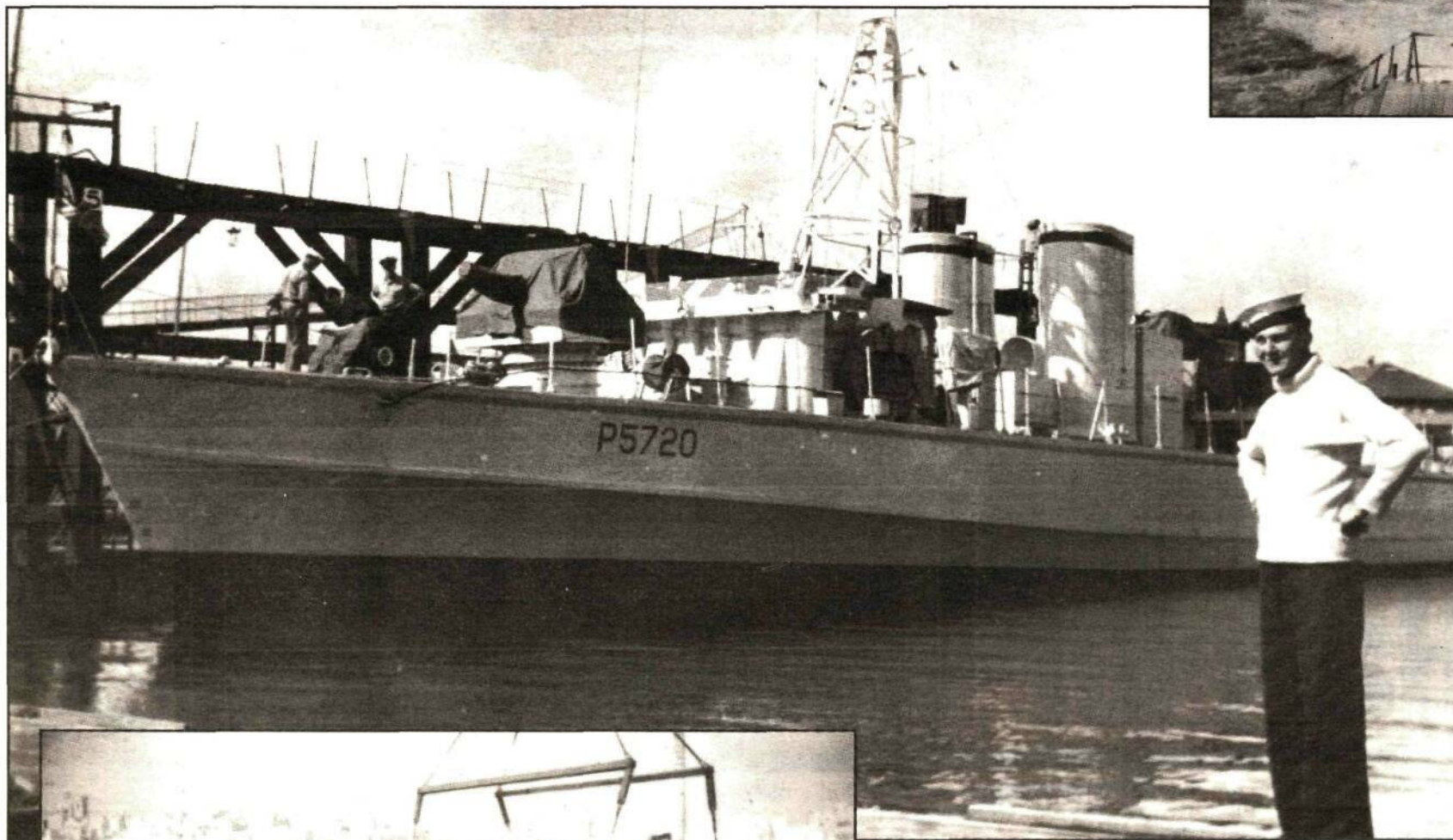
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# Letters

## Running out of control



FROM a token unit of "small ships" berthed in Haslar Creek the HMS Hornet motor torpedo boat became a major striking force during World War II.

The little armadas sailed to launch crippling blows against enemy shipping and coastal installations.

At night, the throb of their engines was frequently mistaken for being the sound of German aircraft attacking Portsmouth and Gosport.

In the 1950s a number of experimental MTBs berthed alongside Hornet's regular family of "small ships" in the "Hornet's Nest" at Haslar.

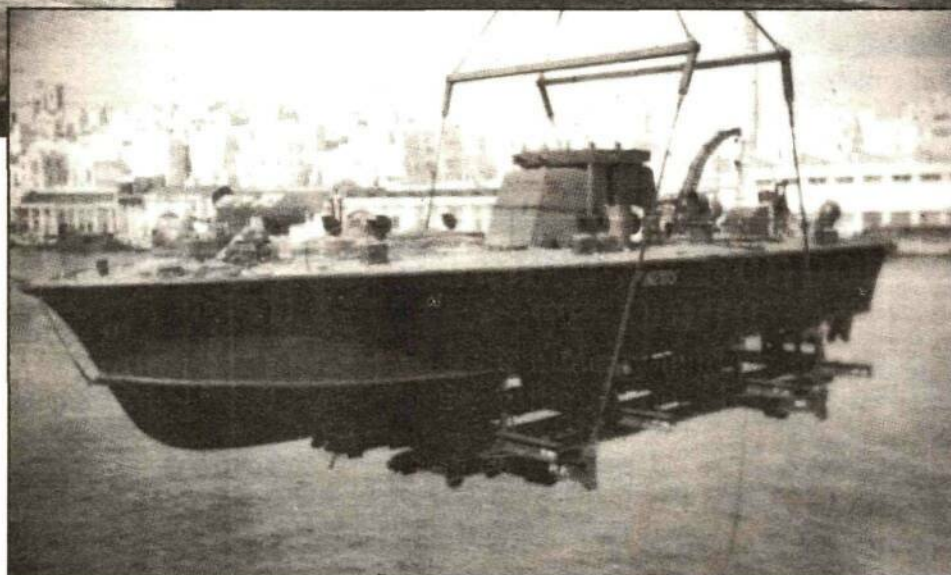
P5720 or HMS Bold Pathfinder was a powerful twin-funnelled high-speed turbine engine boat and the tiny unmanned red Radio Control Boats (RCBs) went out for sea trials with the "mother" MTBs.

These RCBs were steered and their speed controlled by means of a little black box aboard the mother MTB. When their was a radio breakdown the RCB astern the MTB would gather speed, eventually bumping into her.

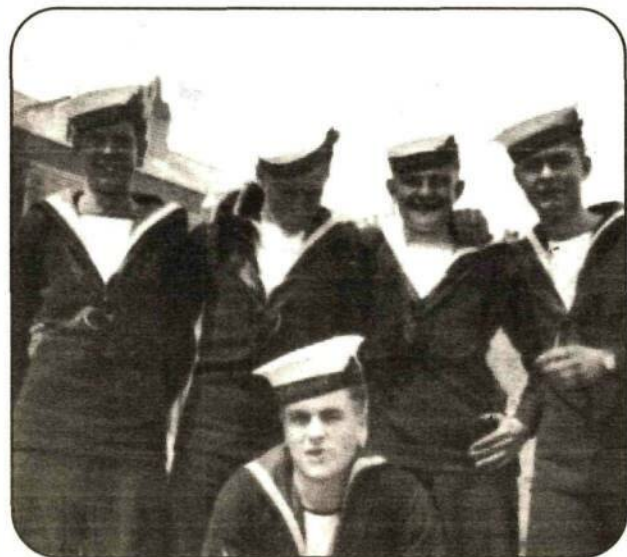
Jack's comments varied from "lil you touch me there again I'll scream" to the unprintable.

The RCBs were shipped to Malta aboard HMS Perseus where they underwent further sea trials. — D.G.Franklin, Lambeth.

- Top right: RCB in the wake of MTB.
- Above: HMS Bold Pathfinder, HMS Hornet, 1953.
- Left: Radio Control Boat P8205 at Malta.



## Hearts of Oak



WHEN I read that divers had been down to seal off an oil leak from the wreck of the Royal Oak I was reminded of a photograph I had taken of some of her ship's company just a few weeks before she was lost.

The Sunday war broke out my girlfriend and I (we have just celebrated our 56th wedding anniversary) were on the beach at Weymouth. Some sailors from the Royal Oak were walking around and I asked if I could take their picture. — J.Martin, Newport, Gwent.

HMS Royal Oak was torpedoed in Scapa Flow on October 14 1939 by U-47 with the loss of 833 lives. There were 424 survivors. U-47, still under the command of Gunther Prien, was depth charged and sunk with the loss of all hands by HMS Wolverine on March 8, 1941. — Ed.

## Low trick misfired

THE NYON Patrols during the Spanish Civil War were full of incidents, many of which were never published.

I was serving in the destroyer HMS Intrepid when we were called to intercept the Franco cruiser Canarias which had captured the British cargo ship Stangate.

We escorted her to safety and then, about two nights later three torpedoes were fired at us which went harmlessly under the ship.

Action stations and depth charges followed and on arrival at Palma next day an inquiry was held in HMS Hood. Neither the incident itself nor the findings of this inquiry were ever made known. — P.R.Tranter, Bromsgrove.

## Customs officer

YOUR article on RN Customs and Traditions, reprinted by the Vancouver Branch of the RNA, was in fact published in 1930 by Capt Walter Beckett.

There was nothing "anonymous" about 'Joe' Beckett. He was a well known naval character, an authority on Boatswains Call, its history and use. Woe betide any Signaller who used an Acme Thunderer whistle instead of the Call when paying respects to passing ships. — F.W.J.Morris, Norwich.

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## European car drive challenge to Forces

TEAMS from all three Services are being invited to break the record for driving a car a gruelling 3,500 miles from the most northerly point in mainland Europe to the most southerly.

Record for the Cape to Cape Challenge is held by an RAF officer – Flt Lt Spike Wilson who has driven from Nordkapp (North Cape) in Norway to Cape Tarifa in Spain in 61 hours 40 minutes. He is mustering military participants in this year's rally.

Teams must consist of at least three drivers and navigators in a current, standard production car fitted with sealed and calibrated tachographs. Competitors may choose their route, but must pass through Finland, Sweden, Denmark, Germany and France.

Speed limits must be observed, and any contravention which shows up on the tachograph will result in disqualification. Any new record will be entered in the Guinness Book of Records.

A more leisurely event, a seven-day treasure hunt, is being run at the same time, covering 1,500 miles of Spain.

Flt Lt Wilson, OC RAF MT MAE, LVG, ATSA, may be contacted at Chobham Lane, Chertsey, Surrey, KT16 0EE (tel 01344 635187).

DCI GEN Announcement dated November 15.

## Pitfalls of taking a sporting chance

WITH the growth of professionalism in sport, Service people are being warned of the pitfalls which may exist if they are paid to train or be a member of civilian sports teams.

There are increasing opportunities for Service personnel to receive financial or other rewards for competing, administering or officiating in connection with civilian competitions. However that would be regarded as accepting tempo-

rary employment while off duty or during leave, which would require their Commanding Officer's approval.

Assent may only be given if the activity does not involve official time or affect the individual's efficiency as a member of the Armed Forces.

The national governing bodies of some sports – such as the Football Association – prohibit the signing of contracts by Service personnel. But where they don't, individuals are warned not to enter into an

agreement which imposes obligations which clash with their Service duties.

A new DCI points out: "Demands on time placed by professional sport on individuals may be considerable. Depending on the commitment required, individuals will have to consider when participating in professional sport, whether they can meet their objectives through participation outside working hours or whether they would have to request leave or unpaid leave.

"Should a compromise not be possible the individual may have to consider whether to reduce the commitment to the sport or ultimately leave the Service."

The impact of unpaid leave on such things as loss of pension, seniority and Long Service and Good Conduct medals, would need to be taken into consideration. Personnel are also reminded that some-

one on unpaid leave can be recalled to duty.

Commanding Officers considering applications for participation in civilian sport are being told to advise applicants to take out insurance as the Ministry of Defence will not accept responsibility for injury, loss or damage sustained by a Service person taking part in sport outside official duties.

DCI JS 118/96

## £10,000 'stay on' offer to Harrier pilots

SEA HARRIER pilots are being offered a bonus of £10,000 in a bid to keep them in the Navy for the full period of their commissions. The taxable sum would be paid to medium career commission officers from two years before they would normally be due to leave, and to full and extended career pilots when they qualify for their pensions.



*'I can't see that time off to train your greyhound is the sort of sport this DCI covers!'*

There is a need for only 55 Sea Harrier pilots which means that applications for premature release can magnify the effect on the total number of fliers.

Moves have been taken in the past to try to avoid the loss of pilots whose selection and training is expensive and time consuming. Now the bonus has been introduced as a feature of a new package of retention measures.

### Licence cost

Pilots who wish to take advantage of the award will have to undertake to serve until they qualify for a pension or – in the case of medium career officers – until the end date of their commission.

Officers who have applied for premature release may receive the bonus if they withdraw their application.

The payment is designed to assist officers in the transition from

military to civil aviation, and it is about the same amount as the cost of qualifying for an airline pilot's licence. The measure will be reviewed in October 1999.

DCI RN 201/96

### Prizes for history men

MAIN winners of the 1995 Naval History Prize have been named as Lt Cdr Malcolm Sillars of HMS Monmouth and CPOWEA D. Collins of HMS Forest Moor.

They have won £200 each – Lt Cdr Sillars in the officers section and Chief Collins in the ratings group. Competitors could choose one of two topics. Both winners picked the subject "What lessons, if

any, does the Chesapeake-Yorktown campaign of 1781 have for today's naval planners?"

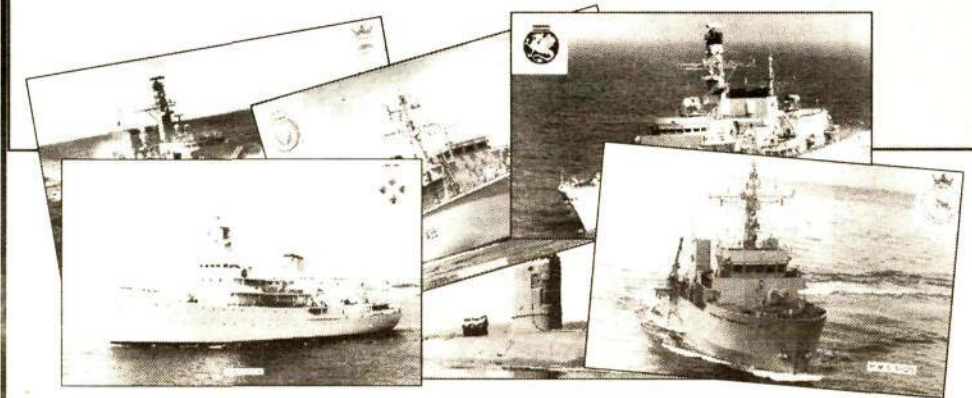
Second prize of £120 in the officers section was won by Lt George Franklin of HMS Anglesey, and third prize of £80 by Lt Cdr Vaughan Anthony Nail of HMS Scott.

Both chose to write on the lessons learned by the Royal Navy as a result of its participation in the closing stages of the Pacific War.

DCI RN 195/96

**This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.**

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## CUTBACK IN NAVY'S CHARITY PLANNERS

● From front page

trustees," said Lt Cdr Cooper. "We will discuss the situation with each charity concerned, tell them what we would like to do and listen to their response."

Consultations will also be held with the personnel involved and with the Charity Commissioners. No withdrawal of Naval representatives would be made before the process was complete, said Lt Cdr Cooper.

Changes in representation would be made over 12 months and any withdrawals would take into account changes of post-holders and the timing of annual general meetings.

The Royal Naval Benevolent Trust which prides itself in being run "by the Navy for the Navy" may also experience reductions in the Navy's commitment.

Lt Cdr Cooper stressed that the changes would not affect Naval fund-raising, organised by groups in ships and establishments, for affiliated or other charities.

The Navy is also reviewing its own internal fund-raising system operated through the First of June Appeal (FOJA) and the Trafalgar Day Children's Appeal (TDCA).

They raise only about £6,000 a year in direct donations. The FOJA

cash forms part of the £43,000 grant made annually to officers' charities, the balance coming from the RN Officers Fund administered by KGFS. The money raised by the TDCA goes directly to the RN & RM Children's Trust which received a grant of £310,000 from KGFS last year.

"No specific proportion of the income raised for KGFS can be attributed to the Naval participation in the committees, and the amounts raised by the two appeals are now outweighed by the administrative effort," said Lt Cdr Cooper.

### Donations from pay

In consultation with KGFS, a six-month feasibility study is being run to investigate the introduction of voluntary deductions from pay. As a main part of the project, a questionnaire has been drawn up by the Defence Evaluation and Research Agency and will be sent to a representative group of 3,000 Naval personnel.

It is expected to show how many are prepared to donate, as well as how much and to which Naval charities. If the study is successful, the donations would be directed to the selected charities through

KGFS and introduced in about a year's time.

"The involvement of RN personnel in the KGFS is linked to the results of the study and we do not foresee any reduction there at least until the work is complete," said Lt Cdr Cooper.

The Director General of KGFS, Capt Martin Appleton RN (ret'd), told *Navy News* that he welcomed the move to raise funds through donations from pay in the same way the Army and RAF had done for many years. It would guarantee an annual sum for KGFS to disburse to Royal Navy charities.

"So far as representation is concerned," he said, "this depends on the outcome of the feasibility study into voluntary deductions from pay. I am aware that if the scheme is introduced, consideration will then be given to reducing the level of serving representation. I am apprehensive over the effect on some area committees that this would have."

Further discussions between DNSC staff and the KGFS are planned to take place this month. All charities likely to be affected by the changes are being contacted.

KGFS income plan – see page 14.



## Tour team carries RN message

WITH 1,200 invitations issued a day, 90 performances a year and audiences of up to 600 people a night, the Royal Navy Presentation Team is going from strength to strength as it tackles its 26th annual tour.

The team, led by Captain Mark Kerr – soon to hand over to Captain Adrian Johns – provides a dynamic and hard-hitting briefing on the Navy for opinion-formers up and down Britain.

"We try very hard to get to all parts of the country in our tour," said Captain Kerr.

"I also spend quite a lot of time – nearly six hours up to December – on local radio talking up the Navy as vigorously as I can."

"Aggressive PR is a vital weapon in the Navy's armoury – without it, people will forget us."

The 40-minute presentation, booked up to six months in advance, is supported by up-to-the-minute films and slides.

Invited guests typically include senior industrialists and businessmen, politicians, JPs and professional people.

Research has revealed that 98 per cent of attendees say they are impressed or very impressed with the show, and admit that they have "had their eyes opened" over the role of the Navy.

# Squadron hosts French visitors



● Joint venture – a Sea King from 849 Squadron is accompanied by two Breguet Alize aircraft from the French Navy 4F Squadron, based at L'Orient in north-west France.

FRENCH Navy aircrews have visited their counterparts at RNAS Culdrose in Cornwall for what could be the last time for two years.

L'Orient-based 4F Squadron and hosts 849 Sqn both specialise in Airborne Early Warning, the early detection of low-flying aircraft, and they meet regularly to exchange information and techniques.

Liaison between the squadrons was instigated some 30 years ago, when 849 Sqn was equipped with fixed-wing Gannets, designed for operations from aircraft carriers.

The French squadron disbands this year, but is expected to re-equip with Hawkeye aircraft next year, when it is hoped the visits can resume.

Although the British squadron disbanded in 1978, it reformed in 1982, and is currently equipped with MkII Sea King helicopters.

The French 4F squadron flies Breguet Alize aircraft.

## Safety at base is rewarded

THE FLEET Services Department at HM Naval Base Clyde has been awarded the British Safety Council's Sword of Honour.

The department was one of 44 of the safest companies which were presented with the Oscars of the safety world at a ceremony in Goldsmith's Hall, London.

The awards, inaugurated in 1979, recognise companies whose dedication to accident prevention is promoted actively at all levels to protect people, machinery and buildings.

Some 200 companies apply each year, and are scrutinised in 16 areas of safety. Random checks are also carried out.

The Deputy Director General of the British Safety Council, Mr Jim Brett, congratulated Clyde's Fleet Services Department on their achievement.

"The big movement in occupational health and safety is identifying problems before and not after the event and there is no doubt you are a world leader in this field," he said.

"If every company was up to your safety standard we would reduce accidents and ill-health at work by 90 per cent."



● Welcome guest – Latvian president Guntis Ulmanis is pictured meeting Naval Base Commander Commodore Iain Henderson (centre) and Lt Cdr Mike Cheshire, Commanding Officer of HMS Victory. Mr Ulmanis was making an informal visit to the Royal Navy in Portsmouth, and had earlier paid a flying visit to the Royal Marines headquarters at HMS Excellent.



● Sailing forth – HMS Coventry has just completed a refit at Rosyth.

## Scottish refit is a first

HMS COVENTRY has completed a 12-month refit – the first Type 22 frigate to be tackled in Scotland.

During her year with Babcock Rosyth Defence Ltd – BRDL – new weapons equipment was fitted and some compartments converted to accommodate midshipmen under training from Dartmouth.

"As this was the first Type 22 frigate that BRDL had refitted, all parties worked hard to ensure that an excellent working relationship was established, which in the long term proved to be of immense benefit," said Lt Cdr Martin Walker, the

ship's Weapon Engineer Officer.

"We are very pleased with the way BRDL handled the refit – it is a tribute to the adaptability of both sides that the ship completed refit on schedule."

Coventry has seen a large turnover in staff recently, so there will be a period of training and re-familiarisation before the start of Operational Sea Training. She is then scheduled to undertake an Armilla deployment.

The ship will be the first surface warship in a number of years for new Commanding Officer Captain Paul Lambert, who has already commanded two submarines.

## Culdrose band wins at festival

THE VOLUNTEER band of HMS Seahawk, based at Culdrose, has scooped a top Navy award.

Competing against nine others at the Royal Navy Volunteer Band festival in Portsmouth, the Seahawk band won the award for the best concert performance.

Bandmaster Colour Sergeant Jonathan Camps said: "It has meant a great deal to us to win one of the major awards."

"The band went through a bad patch a couple of years ago, and I'm not sure if the players actually believed that they could win such a prestigious trophy in front of the larger Portsmouth-based bands."

The band is made up of a mixture of civilian and service personnel, and perform at many engagements throughout the year.

They have just accepted an invitation to join the carnival atmosphere in Cologne, Germany, in February.

## New study into Gulf War illness

NEW RESEARCH has been ordered by the Ministry of Defence in an attempt to solve the mystery of Gulf War illnesses.

The new study, advised in a report by the Medical Research Council, was announced in the Commons by Minister for the Armed Forces Nicholas Soames. Mr Soames also apologised to the House for unknowingly misleading MPs over the widespread use of organophosphate pesticides during the Gulf campaign. He said his earlier statement had been made as a result of "flawed advice".

New work on the illnesses will be undertaken by epidemiologists led from Manchester University and the London School of Hygiene and Tropical Medicine. Researchers will have access to US work on the subject, and the British experts will

co-ordinate their programme with US-funded research carried out at King's College, London.

Mr Soames said that so far 921 veterans had been examined and there was no evidence of a new pattern of illness. Neither was there evidence that vaccinations against possible attack with biological weapons had had ill effects.

He said whatever the case, the Government was determined to get to the bottom of the matter.

### Standing down

BRITISH troops on short notice to help with the refugee crisis in Zaire have been stood down.

A force, including members of 45 Commando RM, had been on 72 hours notice to leave for Africa, but that has now been lifted – although 45 Cdo stay on short-notice to deploy as part of the Joint Rapid Deployment Force.

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# Helping Hands



● Volunteers from 810 OFT Squadron at Cudrose help to brighten up Helston Cottage Hospital. Picture: RNAS Cudrose Photographic

## Airmen decorated

SEVEN trainee pilots and observers left their flying suits behind and donned painters' overalls to tackle a job at Helston Cottage Hospital, Cornwall.

The DIY volunteers, all students of 810 Operational Flying Training Squadron at RN air station Cudrose, offered their services as inexperienced but enthusiastic decorators when they heard that some freshening up was needed at the hospital.

A new coat of paint soon brightened up the ward and patients are already appreciating the difference. Meanwhile, the novice decorators are back at RNAS Cudrose, brushing up their flying skills.

## Rock racers eat your hearts out

NAVAL personnel serving with NATO forces in Naples took part in the 11th British Vesuvius Charity Fun Run to raise cash for local and UK charities.

The event involves a punishing 10km run from the base of the famous volcano to the crater car park, and those that took part said it makes the Gibraltar Rock Race look like a 100m sprint!

The ladies event is a slightly less demanding 5km slog, but both courses are uphill all the way. Last year's event raised more than £2,000 for cancer research, the British Heart Foundation and Great Ormond Street Children's Hospital, and organisers expect to surpass that figure when all the proceeds from this year's run are collected.

The record is still held by an American but race organiser CPOPT Gary Aldridge was the fastest RN runner with a time of 47 minutes 51. Any ship visiting NATO in Naples wishing to stage a Vesuvius run should contact POPT Aldridge by signal or letter addressed to BFPO 8.

## Ben-evolent fund

PENGUIN racing off South Georgia and a sponsored row on route to Rio helped HMS Northumberland's ship's company to raise money for a cause close to their hearts.

When Spina Bifida sufferer Ben Berryman wrote to Northumberland early in her recent South Atlantic deployment, the ship's company decided to do all they could to help.

During the 24-hour sponsored row, organised by OM Craig Green and CH Steve Warren, they clocked up almost 340km, and with the proceeds of their penguin racing event they raised £730.

And when they returned home they invited Ben, from Teign Valley School in Kingsteignton,

Devon, to visit the ship and presented him with £730 to pay for a trip to Lourdes with the Handicapped Children's Pilgrimage Trust.

● Right: Lt Dean Bassett and CH Steve Warren give Ben a guided tour of the ship before lunch with the Captain, Cdr Simon Charlier



# RECORD YEAR FOR THE RNBT

THE ROYAL Naval Benevolent Trust granted more than £2 million in welfare payments last year and demand is growing every year, the Trust's President told delegates at its Annual General Meeting in Drapers Hall, London.

Vice Admiral Sir John Webster said: "It is going to have to increase year on year to keep pace with the growing demands and an ageing population and sadly, the financial consequences of greater need amongst younger people."

The trust met 81 per cent of 6,000 requests for help an increase of £62,000 on the previous year.

Enhanced publicity, increased expectations and the reduction in the size of the Royal Navy meant that numbers applying would continue to increase in the short to medium term, said Sir John.

And with reductions in income from donations, covenants, legacies and rebates, the RNBT was having to rely more heavily on the generous support of KGFS and

Greenwich Hospital to supplement its investment income.

With the fall in occupancy at Pembroke House, the RNBT's own residential home in Gillingham, Kent, to 74 per cent, the home's future is under review.

Remarking on the memorable VE and VJ celebrations in 1995, the guest speaker, Royal British Legion President Vice Admiral Sir Geoffrey Dalton, said: "There is a danger of people thinking 'that's it, no further help is needed'

but quite the reverse is true.

"One only has to look at the world around us and its history since 1945 and the 70 or so conflicts our Armed Forces have been involved with since then. It has been calculated by the War Pensions Agency that overall needs will go on increasing until 2010 - a message which we have to get across to ensure we have continuing support."

□ P17: "Easing the pain"

## Man with a mission

HMS Nottingham's CO, Cdr Paul Docherty, raised £1,000 for charity by running 250 miles around the deck during the ship's last deployment.

When the ship left the UK in April he set himself the 250-mile target and he achieved it as the ship was leaving the Adriatic six months later.

The money will go towards the Nottingham New Appeals Charity, whose founder Mrs Sybil Levin was a leading figure in the ship's association with the City of Nottingham.



● Loneliness of the long distance runner: Cdr Paul Docherty on deck in the early morning light of the Adriatic. Picture: FOSF Photographic

## In brief

SAILORS from HMS Excellent spent a day 'on the run' after escaping from London's Wormwood Scrubs prison.

The team of volunteers from the Royal Naval Regulating School collected almost £800 through their charity stunt to help set up a 24-hour helpline for Victims of Crime.

THE CREW of RFA Fort Austin mounted a charity drive to help disabled horseriders during their last stint in the Adriatic.

The ship raised £200 for the Helensburgh and Garelochside Riding for the Disabled Group which meets at Colgrain Equestrian Centre.

HARD work by Naval officers from HMS Collingwood has helped Fareham Council of Community Service to offer unique support to disabled shoppers in the town centre.

The officers, from HMS Collingwood's systems management course, completely refurbished and redecorated a building to house a shopmobility centre which provides wheelchairs and four wheeled scooters.

SAILORS from HMV Britannia kept up a 79-year-old tradition when they presented a Christmas cake to children at QA Hospital, Portsmouth.

The tradition was started by the last Royal Yacht, HMV Victoria and Albert.

AIR Engineering Apprentices from HMS Sultan raised £400 for the spinal injuries charity BACKUP through a sponsored ramble with disabled team mates at Queen Elizabeth Country Park and a day out at Portsmouth Sailing Centre on Whale Island.

THREE women from Victory building in HMS Nelson championed the cause of the BBC Children in Need Appeal and collected £500 in a single day. CWWTR Carole Parker, WWTR Janet Kemp and AA Cheryl James dressed up as St Trinian's schoolgirls while collecting from all departments within HMS Nelson.

TWENTY members of HMS Vivid, the RNR Training Centre in Plymouth, took part in a three-hour step aerobics marathon to raise cash for Dartmoor Rescue.

To add to the fun, everyone weighed in before the event started and the combined loss after three hours was over 20 kilos!

Organiser, LW Lesley Cheshire, said she hopes to collect £500 for the team of volunteers whose local expertise is frequently called upon by the authorities when emergencies occur on the moor.

# RALEIGH OARSMEN IN THE GREAT RIVER RACE

OARSMEN from HMS Raleigh commandeered what is believed to be the last 30-ft Admiral's Gig in service to compete in the Great Thames River Race.

The annual event attracted more than 250 teams from all over the world but they all have one aim in common, to raise money for good causes.

The crew, CPO Mark Patterson, CPO Richie Paton, LMEM Glen Jones, LMEM Dewi Roberts, and Raleigh staff Richie Richardson, Derek Armstrong, John Shrodzinski, Dave Ayers, Robbie Matthews and their passenger 10-year-old Daniel Hunn, raised £350 for the charity Cancer and Leukemia in Childhood.

Special thanks went to Mr Roy Flood of Trebownbridge who was the main sponsor, and to friends and families to help support the race.

● Right: HMS Raleigh's entry in the Great Thames River Race. The historic Admiral's Gig, built at Devonport in 1928, is believed to be the last in service.

Picture: Courtesy of Mr John Thompson, Jet Photographic, Cambridge.





## Fleet Club facelift is completed

THE ROYAL Fleet Club in Devonport has been officially reopened after £80,000 of refurbishment work was carried out.

All public rooms, including the reception area, lounge, dining rooms, bars and ballroom, have been upgraded.

The reopening ceremony was carried out by Flag Officer Sea Training, Rear Admiral Peter Franklyn.

The Club was founded in 1853 and moved to its current site in Morice Square at the turn of the century.

Over the past decade more than £1m has been spent on upgrading facilities. It now has 60 bedrooms, mostly en-suite, and is extensively used by serving and retired sailors for accommodation, reunions, and other social functions.

The Club is a charitable foundation, although mainly self-supporting, and the upgrading was supported by The Sailor's Fund, the Nuffield Trust, and Flag Officer Plymouth's fund, before the post was disestablished.

## Cooling down

EIGHT members of the Royal Navy Loan Service contingent in Brunei took a break from the heat and sought cooler temperatures at the summit of Mt Kinabalu, the highest peak in South East Asia at 4,101 metres.

The eight who made the most of a rare opportunity for adventurous training were WOMEA Alex Patterson, SGN Lt Cdr (D) Adrian Jordan, SGN Lt Cdr Dave Campbell, Lt Cdrs Steve Ryder and Steve Hartley, CPOWEA Dave Oram, WOMEA Bob Harris and CCMEA Ade Silverthorne.

# Marlborough goes to town

HMS MARLBOROUGH proved a popular addition to London's list of attractions when she made a liaison visit to the capital.

The Type 23 frigate was making her first visit to the Pool of London, and the ship's company made full use of the opportunity to strengthen links with affiliated groups and to make some new friends.

The Worshipful Company of Clothworkers entertained the ship's company in fine style at the Clothworkers Hall in the City, during which Marlborough's Executive Officer, Lt Cdr Ray Snook, presented the Master of the Company, Mr Richard Davies, with a framed photograph of the ship.

Mr Davies later presented Long Service and Good Conduct medals to CPO Bartlett and PO "Fred" Dinnage.

He also inaugurated a bench press which has been presented by the Clothworkers Company.

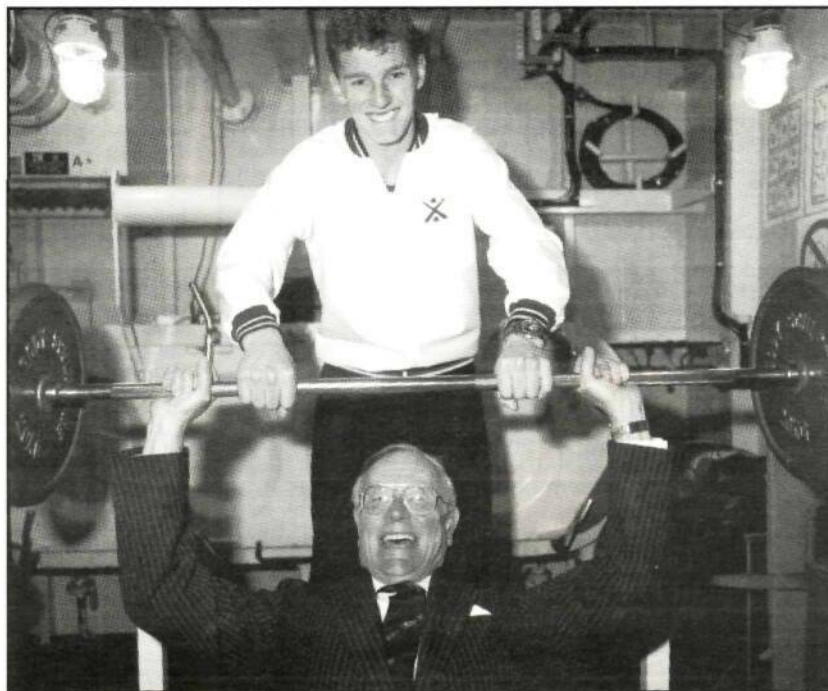
Among other special guests were the Mayor of Middlesbrough, and Chelsea Pensioner Mr John Judge (84), a naval veteran whose father served in a previous HMS Marlborough at Jutland.

Also on board during the visit were the Duke of Marlborough, Sea Cadet Corps units, Defence College and Naval Architect students, representatives of the Engineering Employers Federation, who held their Centenary Reception on board, and the London branch of the Nautical Institute.

The visit was the final opportunity for the ship's company to enjoy a run ashore before the frigate entered refit in Devonport last month.



● Chelsea Pensioner John Judge.



● (Above) Richard Davies, Master of the Worshipful Company of Clothworkers, tries out Marlborough's new bench press, watched over by ship's LPT Taff Rees.  
● (Below) Marlborough passes through Tower Bridge



## Patrol veterans gather

MEMBERS of the Royal Naval Patrol Service returned to their nest in Lowestoft to talk over old times and recall the 2,385 who did not return from duty.

The 15 branches of the RNPS Association paraded various standards during the march through the Suffolk town to the Cenotaph, which was followed by a service and wreath-laying ceremony.

The veterans then headed off to the wartime headquarters at "The Nest", where the marchpast was taken by Cdr Titmus, President of the RNPSA, who flew in from the Middle East to attend.

The Nest, in Sparrow's Nest Gardens, and the surrounding land was turned over to the RNPS as a central depot in 1939, and named HMS Europa.



● Flag men - Officers from 846 Squadron with their visitors; (from left) Commanding Officer Lt Cdr Charlie Brown, Arthur Howes, Ted Billingham and Lt Jim Newton.

## Search on for flag

TWO MEMBERS of 846 Association have visited the Royal Naval Air Squadron to meet new Commanding Officer Lt Cdr Charlie Brown - to and instigate a search.

Arthur Howes and Ted Billingham served with 846 Sqn escorting Russian convoys in the war.

The visitors brought a replica battle flag with them, indicating squadron operations and successes against the Germans.

But the original wartime flag

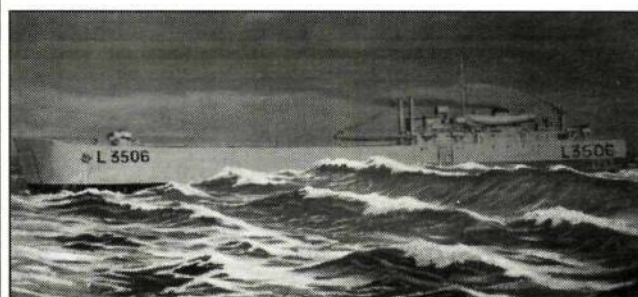
was wrapped in oilskin in a biscuit tin and buried under the beach at Machrihanish in Scotland, when the squadron was disbanded after the war.

"About nine years ago, when Ted and I started the association, I thought it would be nice to have the squadron battle flag. As I couldn't get the original we made a replacement - but it would be nice to see the real one again," said Arthur.

"It was buried about 6ft deep in the sand, in line with the back of the offices which are still there..."

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## Wartime accident deaths recalled

THE DEATHS of ten Wrens in a wartime accident will be permanently recalled with the unveiling of a commemorative plaque.

As well as the ten fatalities, thirteen other women were seriously injured when a faulty anti-aircraft shell, thought to have been fired by a local battery, exploded in the dining room of the Mansfield Hotel at Lee-on-the-Solent in Hampshire on the evening of November 23, 1940.

Only one woman escaped unhurt - and Mrs Pat Brookman was at the ceremony to remember those who were not so lucky.

Also among the 100 who attended was Mrs Patricia Dymott, who was the most seriously-injured survivor - and she met the man who dragged her from the wreckage of the hotel, Ray Crawford (74), from Nottingham, who was in the duty Emergency Party on the night of the accident.

The hotel, which has been converted into a residential home for old people, was used as accommodation for Wrens based at nearby HMS Daedalus.

The creation of a plaque, and the reunion to mark its unveiling, was initiated by Gosport Aviation Society member Ron Jones, whose interest was sparked when he was searching for his uncle's grave in Haslar naval cemetery.

He found a row of eight Wrens' graves which showed they were all killed at the same time, but giving no details - for security reasons, the only information released at the time spoke of an air raid locally.

When Mr Jones - a Fleet Air Arm veteran - heard that Daedalus was to shut, he was determined the incident should not be forgotten, so appealed in Navy News and a Daedalus souvenir publication in The News, Portsmouth, for further details.

Members of a number of ex-servicemen and women's associations also attended the unveiling.

The only note of sadness came as a result of Mr Jones' search for families of the ten victims.

"I am disappointed that in spite of messages on Teletext and in local papers, no relatives of any of the Wrens could be traced," he said.



# SUBMARINE SPOTLIGHT

**A GROUND-BREAKING experiment at the Institute of Naval Medicine in Alverstoke has proved that men can survive extreme conditions inside a stricken submarine for more than a week while waiting for rescue.**

**But the atmosphere inside a damaged submarine can deteriorate rapidly leaving escape to the surface the only option, and thanks to a team of experts at HMS Dolphin every submariner is trained at ready for this eventuality.**

**Navy News's Michael Gray spoke to the 'survivors' of the week-long experiment at the Institute of Naval Medicine while Dominic Blake signed up for the Royal Navy's two-day submarine escape course at the SETT tank in HMS Dolphin**

## THE GREAT ESCAPE

EXPERIENCED submariners know it inside out, but to the uninitiated, the 100-ft Submarine Escape Training Tank at HMS Dolphin is a daunting prospect.

The SETT is no simulator – the water is deep and the dangers are real – pressure changes inside it would burst your lungs in seconds you tried to hold your breath on the way up from the bottom.

For trainee submariners fresh from HMS Raleigh, failure to pass the course can mean a rapid transfer to the surface flotilla and weeks of specialised training down the tubes, so it's small wonder that most candidates arrived on the course feeling apprehensive.

But after two days of training, culminating in a fully equipped escape from a chamber more than 30 metres below the surface, we had enjoyed the experience so much we'd have paid to go through it again.

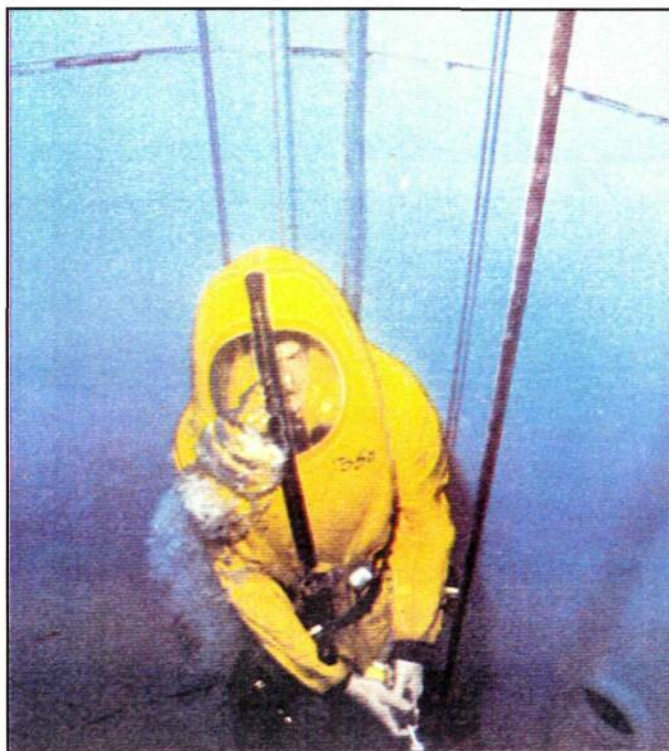
### Highly motivated

The submariners, scientists, and special forces personnel trained at the SETT know that one day their lives may depend on the training they receive and are highly motivated.

And they are in good hands. The escape tank staff have an unrivalled depth of knowledge and put themselves to the test with live escapes from submarines at sea. Their record stands at over 600ft.

My place on the course, and everyone else's, depended on passing a full medical, chest X-Rays and tests in a decompression chamber, but once the course began, progress was swift.

After a brief introduction, we were taken to the tenth floor of the SETT building and peered into the illuminated depths of the tank for the first time.



● 50 FEET TO GO: an escapee passes the half-way mark

The escape hatch, picked out by a black cross far below, looked a very long way away. Underneath it, a member of the SETT staff zipped down the hood of his survival suit and clambered up a ladder into the escape tower, closing the bottom hatch behind himself.

Forty seconds later he burst through the escape hatch into the tank in a billowing cascade of bubbles and rocketed to the surface, clipped on to a wire traveller in the centre of the tank.

It was an impressive sight, but the first thing we had to do was to master the techniques needed in a

rush escape where there may not even be time to put on a survival suit.

In this scenario, you must rely on your last breath to take you to the surface, but as you ascend from depth the air inside your lungs continues to expand as you get shallower – so it is vital to compensate by breathing steadily all the way up.

Even though the expansion of the air keeps your lungs supplied, breathing out underwater feels completely unnatural and requires practice to achieve the right rate.

After trial runs near the surface, we descended to the eighth floor and packed inside in a chamber on the side of the tank, 30 feet below the surface.

The compartment was flooded and pressure equalised, and one by one we were pulled backwards into the tank by staff and tapped on the

head as a signal to start exhaling.

Gentle encouragement to blow out harder was given to those with an unimpressive stream of bubbles before being released for the ascents to the tank top.

After one more run at 30 feet, we went deeper still and repeated the process from 60 feet. Nine instructors were in the water for every ascent to maximise safety, and after run we were told to stand on a white line for four minutes to be observed for signs of decompression injury.

Next, we were taken to the escape tower underneath the tank floor, where we were briefed for the next day's escape, and practiced 'fleeing' – the technique used to reach the tower in a rush escape by sharing breathing units.

Theory lectures followed on every aspect of submarine escape from controlling and monitoring carbon dioxide and oxygen levels in the boat, firing surface distress signals and the capabilities of the American Deep Submergence Rescue Vehicle (DSRV) and the British LR5 submersible.

But the moment of truth came on the morning of day-two when everything learned had to be put into practice with a 'suit run' from 30 metres.

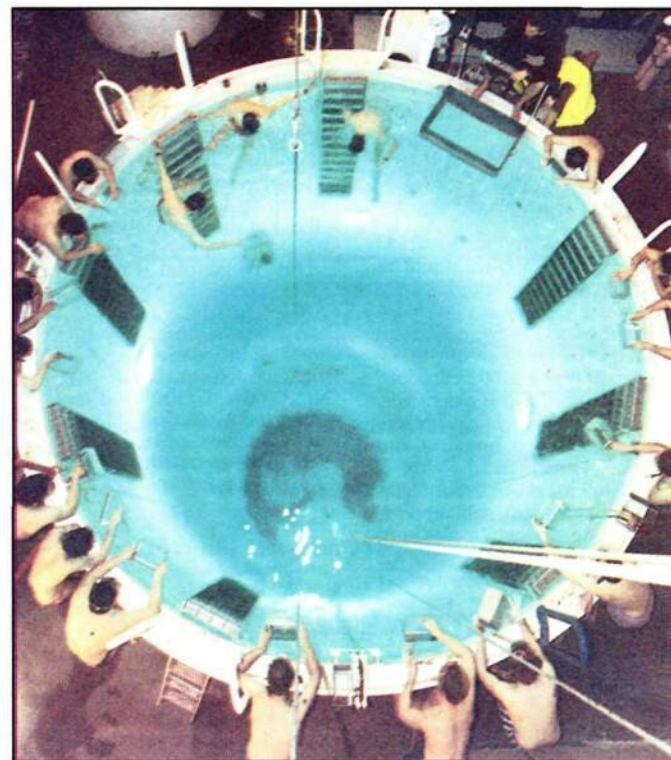
After fitting the baggy orange escape garment, I listened carefully to my final brief and climbed into the tower when told to do so. The bottom hatch clanked shut and the chamber began to flood.

Feeling uncomfortably like a firework lighting its own fuse, I rammed the connector on the sleeve of my suit into the high pressure air supply to keep it fully charged and buoyant for the rapid ascent ahead.

### Critical moment

When the water reached chest height, more air began to blast noisily into the pocket trapped between my head and the escape hatch to quadruple normal pressure. During these few seconds the air feed to the suit is critical.

Accidental disconnection would cause the suit to collapse, shrink wrapping its occupant with the loss of both air supply and the buoyancy required to get to the surface.



● DEEP THOUGHT: Trainees see the tank for the first time.

Meanwhile, inside the tank, the instructors took up their positions at various depths, and two were sent the very bottom in a cable-operated diving bell.

Back in the escape tower, a fine mist developed, slightly fogging the clear plastic hood of the escape suit. Clearing my ears as rapidly as possible, the air continued to blast in and droplets of water began to rain down as the escape hatch above started to lift.

Seconds later the hatch blew open, the chamber was swamped and I floated through into the tank itself and was grabbed by the instructors who were waiting for my response: "Yep, I'm OK. I'm happy" and they clipped me on to the wire traveller and let me go...

After the din of the escape tower, the 100-ft ascent through the bright, blue water in the tank was hugely relaxing. With nothing more to do than to lean back and breathe normally, there was time to enjoy the ride as the depth indicating lines flashed by at 5 metre intervals before bobbing out waist-high on the surface.

With a real escape in deeper water, the air pressure inside the tower would be equalised with the outside of the submarine much

more quickly to minimise the risk of the bends and the escapee is almost certain to suffer a degree of cold shock, but the skills required would be identical.

The final lecture taught us to use the survival equipment on the escape suits – a personal location beacon, sea water activated light and individual life rafts.

And at the end of the two-days there was high praise for the course and the SETT instructors:

"Brilliant fun. I'd do it again any time, hopefully not for real though!"

**LMEM Scouse Ellison, Artificers Course, HMS Sultan**

"Good fun and a unique experience. I feel confident that I could escape in a real-life situation."

**LRO Judge Jefferies 148 Cdo Battery RA, RM Poole**

"I was worried before the course, but great instruction made it easy and enjoyable"

**MEM Burrows, HMS Sultan**

"Initially I was apprehensive but first class instruction instilled confidence. The final suit run was an experience that will stay with me forever."

**LMEM Bic Bickerton, HMS Sultan**

**By Dominic Blake**

## Rescue team leaps

ALONE, and possibly hundreds of miles from friendly shores in heavy seas, the escaping submariner is still in a grave position.

But his chances of survival are greatly increased by another asset of the Royal Navy, the Subsunk Parachute Assistance Group (SPAG)

Two eight-man teams drawn from the officers and senior rates at the SETT tank, led by Lt Cdr Dave Green, and medical officers and ratings from HMS Dolphin are on six hours notice to deploy.

In the event of a SUBMISS or SUBSUNK alert, they would muster at HMS Dolphin and transfer by helo to RAF Lyneham where their equipment is stored.

While the team kit up in dry suits and draw parachutes, the SPAG's equipment would be loaded onto a Hercules C130 of 47 Special Flight.

After the order to take off, the aircraft would fly straight to the search area and listen for distress signals from locator beacons and indicator buoys deployed by the survivors.



● GOING TO WORK: the SPAG team exits a 47 Special Flight C130

cons and indicator buoys deployed by the survivors.

Once survivors or the indicator buoy have been seen, the first two men would parachute into the sea with an inflatable boat.

If there were no survivors on the surface, their first task would be to establish communications with the submarine

using the underwater telephone.

A second boat team, life rafts and the rest of the SPAG specialists, including medical staff, could then jump and the team would be ready to pick up escapees as they reach the surface.

Once in the life rafts the team can administer first aid, oxygen

therapy and hot meals and would tow the rafts towards surface forces guided to the scene by the Hercules.

The SPAG exists for all NATO forces and was last used for real in 1992. The team were airborne and ready to jump when the subject of the SUBMISS reported in.

The group train throughout the year in all climates and sea conditions to make sure they are ready for any eventuality.

### Multiple role

The SPAG is one the many special roles undertaken by members of the SETT staff at Gosport which are largely unknown to the flotilla as a whole.

The initial and continuation training for all members of the submarine service is the 'bread and butter' of the SETT staff's work, but if a submarine did go down it is not just the SPAG team that would leap into action.

SETT staff coordinate the British submersible rescue



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## SUBMARINE SPOTLIGHT

# A CHILLING EXAMPLE

**FOUR** trapped sailors have survived seven days in the near-freezing conditions of a crippled submarine, but another seven didn't make it – three of them opened the door and walked away.

Luckily they were not stuck on the sea-bed, but in the environment chamber at the Institute of Naval Medicine at Alverstoke, Hampshire, which has begun to research the problems of survival in a sunken submarine.

Tasked by the Defence Research Agency, on behalf of Director of Research (Sea), with "maximising survival prospects in a disabled submarine", the Institute took full advantage of the newly-refurbished environmental medicine chamber, now offering a temperature range of between 0C and 50C, to test volunteers under the most realistic conditions yet attempted.

A team of 11 volunteer submariners was assembled by Institute scientists, led by Research Officer (Survival) Carol Windle, for a ten-day "worst-case scenario" trial.

**By Mike Gray**

They went through an initial escape drill, giving a bench-mark, then settled down to while away the long hours until the final escape drill seven days later.

The temperature steadily dropped from 22C to 4C – air inside a crippled submarine will probably fall to within a couple of degrees of the outside water temperature. Humidity was raised to a foggy 95 per cent.

The men spent a week on daily rations of 100g of barley sugar and a pint of water each – this being the longest a crew would be expected to wait for rescue, although in reality they would have to be prepared to escape at any time.

### Exposure

Although the Americans have run sophisticated computer models of such situations at ambient temperatures, and the French experimented in the early 90s using a real submarine over three days, this is the first time the

Navy's survival assumptions have been put to the test, and it is thought to be amongst the most extensive trials of humans under such extreme conditions.

"No one has done a seven-day trial, and on exposure to the cold there is very little known, so this will be useful to a lot of countries operating submarines," said Carol.

"The cold experiment also has wider implications outside the Navy."

Although the first trial has only just finished, already the Institute has been able to make recommendations, particularly on the survival suits and on the direction of future research.

"The volunteers had a dry-suit outer layer, used as a sleeping bag, and a space-blanket type inner liner, which they wore all the time," said Carol.

"We found a need for things like pockets and a hood, and the volunteers found water vapour was condensing, making them wet all the time, so small modifications to allow the inner layer to breathe better could improve things."

The effectiveness of the rations confirmed in broad terms research done in the 1950s – barley sugar maintained volunteers' strength and conserved water in the body, so hunger and thirst were less of a problem than cold and lack of sleep.

Lines which the Institute could follow up include non-freezing cold injury (signs of which accounted for two early victims of the experiment), and the effects of increasing levels of carbon dioxide in the cold – CO<sub>2</sub> is thought to be a mild anaesthetic which could inhibit the shiver reflex, speeding the onset of hypothermia.

### Shivering

"I think the rations did better than we had expected, and managed to maintain the blood glucose levels at a near-normal level, even when shivering, which we were not sure would happen," said Carol.

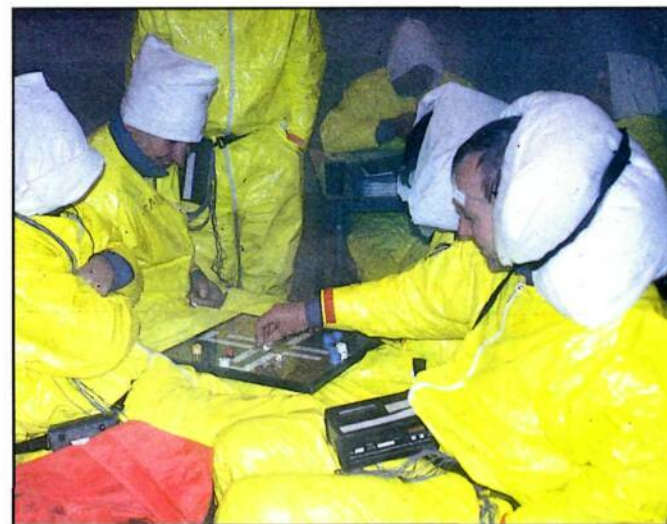
"The volunteers were very good, but I would say probably only a third of them would have survived if this happened for real. Their strength hadn't seemed to have fallen, but their dexterity had."

"In a real situation the submariners may be forced to escape before a rescue could be made. In this scenario the escapees would then have to survive on the surface until rescued."

□ The initial report will be ready by next month.

● **STAYING COOL UNDER PRESSURE:** the team of volunteers at the Institute of Naval Medicine at Alverstoke occupy their time with a game of uckers while the temperature drops.

This picture was taken on the second day of the week-long experiment but the men, all members of the submarine service, had already found it necessary to strap pillows to their heads to help keep warm. After seven days the thermometer read just four C.



## COLD COMFORT

WHILE scientists were reading data, logging results and working out future lines of inquiry, for four men the ten-day experiment was a case of gritting their chattering teeth and planning a huge meal at the end of it all.

The four – PO Mick Organ and CPO Mark Heningham, both of HMS Turbulent, LSM Pete Cole, of HMS Dolphin, and LCH Paul Clarke, of HMS Torbay – agreed they all got something out of it: "Cold toes."

"We have now got the confidence that we could do it," said Pete.

"We have all done the escape tank but never done this side of it – and it's been a challenge."

"It was tough. It was miserable," said Mark. "During the day you could motivate yourself, but at night you couldn't sleep. It's very different at 4C."

"Everything was cold. The escape suit was damp and clammy with the condensation, your skin gets cold; it's a vicious circle," said Pete.

"And you sat there with your Sunday lunch of four barley sugars and a glass of water, in thick fog, in reduced lighting, wondering why you were doing it."

After a few days on barley sugars and water, thoughts inevitably turned to the day after the trial ended.

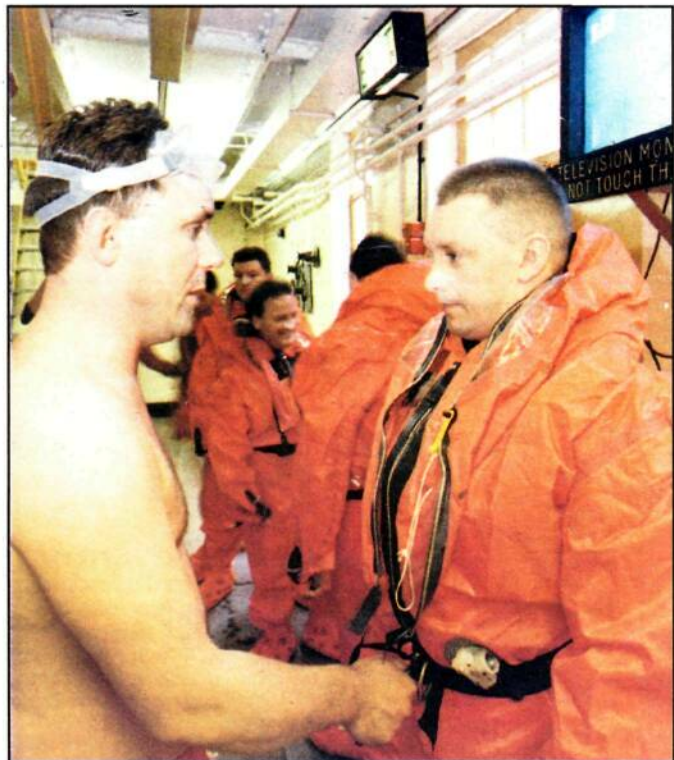
"We were sad when the last two went – we had formed plans for the last big meal as a kind of goal to get us through. They were in the plan – so we just had to eat their food," said Mark.

The final meal turned out to be a giant pot mess, with herb garlic bread, cola (no wine allowed), cheese and French stick and after-dinner mints. The volunteers invited the Institute team – Carol Windle, Jim House, Georgina Slaven and students Sarah Gregory and Mark Baccarelli – into their "home" to join them.

"The staff have been fantastic – they've put in some time as well, checking on us. They've been very cheerful, and have been doing anything we asked them to," said Paul.

"The door was there – it was a temptation. I got so cold, and you just had to lift that handle and you were out. But there was no going back."

"We woke up on the first Wednesday morning, and it was cold," said Pete. "We thought, well, this is no problem. We thought we could cope. But the temperature wasn't right down – it had come down to 14C, but had to go all the way down to 4C."



● **MOMENT OF TRUTH:** A trainee receives his final brief before the 'suit run' from the bottom of the 100ft-deep escape tank.

## into action...

vehicle LR5 and provide surface assistance through the Submarine Escape and Rescue Advisory Team (SMERAT) whose SUBSUNK stores, such as recompression chambers and medical supplies, are stored around the UK and abroad and inspected by staff from the SETT.

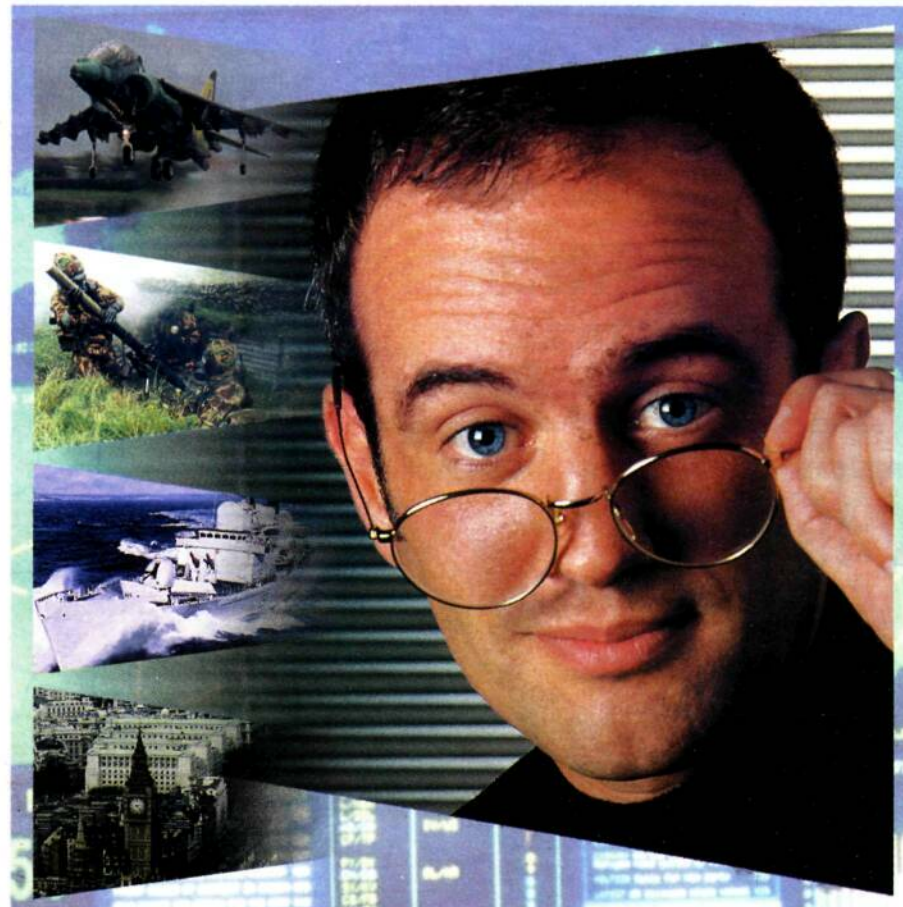
Live testing of submarine escape equipment at sea not only proves to the flotilla that they can have faith in their capabilities, but it allows the SETT staff to liaise closely with equipment manufacturers and to suggest and trial improvements before they are introduced.

Exercises with the US Navy ensure that the Deep Submersible Rescue Vehicles DSRVs are efficient and compatible for rescue from a RN submarine.

Escape training provides special forces with an excellent means of covert insertion from submerged submarines, but they also need to know how to get back in again... yet another aspect of the SETT staff's job.



● **RUNNING IN:** the Subunk Parachute Assistance Group prepare to drop. They are all volunteers from the SETT at Dolphin.



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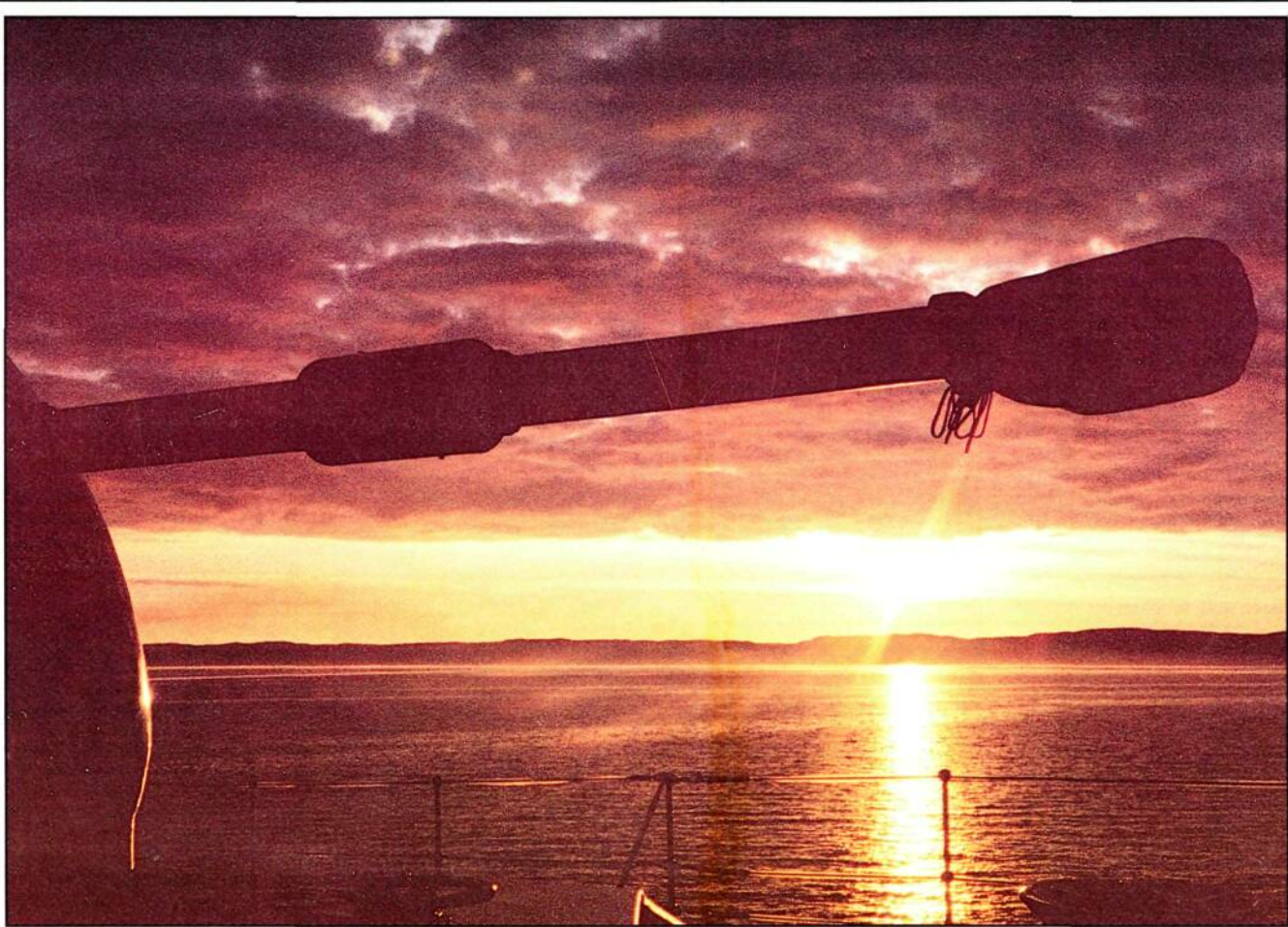
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● Cdr Adrian Whyntie's prize-winning sunset taken from the bows of one of the Navy's newest frigates HMS Grafton. The VSEL Trophy is an annual competition for naval photographers and there are cash prizes of £250, £150 and £100 for the top three entries.

## Commanding view

THIS BREATH-TAKING view from HMS Grafton won Commander Adrian Whyntie second place in the Vickers Shipbuilding and Engineering Ltd photographic competition for pho-

tographers in the Royal Navy.

The competition offers cash prizes for first, second and third placed pictures of £250, £150 and £100 respectively.

Details of the Trophy competition are announced in DCIs and the competition organisers are hoping to attract even more entries to next year's competition.

# KGFS aims to double its income

KING George's Fund for Sailors launches a new initiative this month which aims to double the level of voluntary income received each year.

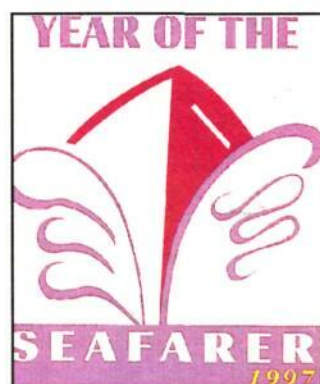
The 'Year of the Seafarer' initiative to be unveiled by Shipping Minister Lord Goschen in January already has the enthusiastic backing of the Government, the Royal Navy, the Chamber of Shipping and leading nautical charities.

It is designed to focus the public's attention on the vital role that seafarers play in the life of the nation where 95 per cent of trade arrives and departs by sea.

### Lives lost

More than 100,000 people earn their living directly from the sea in the Royal and Merchant navies and as fishermen, and many lives are lost each year, leaving behind dependant families in need of help.

Director General of the KGFS, Captain Martin Appleton, told *Navy News*: "In blunt terms we need to double the level of our annual voluntary income if we are to match the rising costs of supporting seafarers in need and to do this we need to adopt more modern methods.



"Major national fund-raising events have the potential to lift our income to new levels but it is the income raised by our magnificent volunteer committees that forms the bedrock of our annual fund-raising effort. The £500,000 plus that they raise each year is essential if we are to meet future demands.

"The Year of the Seafarer presents a magnificent opportunity to establish new committees and to encourage new members to support our work.

"It is a brave new initiative and if we get it right, KGFS and the nautical charities we support will be back on the map in a big way."

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## Greynvilles gather to pay tribute

ADMIRAL of the Fleet Sir Edward Ashmore has officially unveiled a memorial to an old classmate.

Admiral Ashmore was at Downside School, Somerset, to unveil the plaque and bell in honour of Dom Martin Salmon, former Abbott of the school, who died last year.

Dom Martin was a member of the Greynville Term between 1933 and 1937 at the Britannia Royal Naval College, Dartmouth, and saw active service in the last war on HMS Arrow.

At the end of the war he became a monk.

The bell which forms part of the memorial is a replica of that carried by HMS Arrow.

● On parade – Admiral of the Fleet Sir Edward Ashmore inspects a Quarter Guard provided by the Downside School CCF Naval contingent, which is affiliated to HMS London.



## Royal guest at RM museum

A NEW exhibition at the Royal Marines Museum welcomed a royal guest as its first visitor.

King Harald of Norway, Honorary Colonel Commandant of the Royal Marines, opened the North Wing development, which houses 32 new exhibits against a backdrop of lifelike recreations, special effects, and the latest in audio-visual and laser-disc technology.

Some £600,000 has been spent on the latest stage of the museum's develop-

ment – and the Norwegians chipped in with a donation of £5,000.

Before the VIPs and guests were given a tour of the museum, at Eastney Barracks in Portsmouth, director Colonel Keith Wilkins and curator Andy Lane outlined the redevelopment project, which aims to create "a new museum for a new millennium".

□ See next month's *Navy News* for a look at what's new in the Royal Marines Museum.

# Trophies and a frying pan

A SILVER salver and a frying pan were among the coveted trophies handed out during 810 Squadron's prizegiving at RNAS Culdrose, Cornwall.

The salver is the Robin Bostock Trophy, presented to the best Observer completing Operational Flying Training (OFT).

The original presentation of the silverware was made to Lt Bostock by 810 Sqn to celebrate his marriage, but he was shot down over Trondheim by the Germans in 1940.

In 1986 the trophy returned to the squadron, and for 71 Course Anti Submarine Warfare OFT the winner was Lt Dan Stueckemann of the United States Navy, who is on a two-year exchange.

The frying pan forms the squadron's Waffle Trophy, awarded to the student best able to cook up a good story, "displaying the verbal and mental dexterity required to manoeuvre their way out of any situation."

The pan, inscribed with names of previous

winners, was awarded to Lt Joanne Webber, who joins 820 Sqn as the first frontline female ASW Sea King Observer.

Other award winners included Lt Colin Duncan (Dolphin Trophy for the student displaying the most improvement during OFT); Lt Paul Forbes (Geoffrey Turner Trophy for the best pilot completing OFT); and S/Lt Neil Armstrong (Pilkington Daw Trophy for the student with best marks for Character and Leadership). The prizes were presented by Lady Fieldhouse, wife of the late Admiral of the Fleet Lord Fieldhouse.



● Lt Dan Stueckemann.



● Lady Fieldhouse presents the Waffle Trophy to Lt Joanne Webber

## Busy Beagle

SURVEY vessel HMS Beagle has been busy since refit early last year – culminating in a leading role in Operation Green Wader 962.

During a four-day period, Beagle conducted two overnight discreet surveys of South Coast beaches, which were then rushed to the command ship HMS Fearless, which Beagle led through a minefield at the culmination of the exercise.

Since her refit, Beagle has also been carrying out continental shelf surveys off the south-west of England, and recently completed the final sheet of an extensive three-year survey of the South West Approaches.

# Grave doubts add to wartime mystery

TWO GRAVES may hold the key to a wartime mystery which has recently been in the spotlight – and one could soon be opened.

As reported in last month's *Navy News*, a researcher has claimed that he has identified the body used by intelligence services to deceive the Germans during the Second World War.

A body, given the identity of Major William Martin RM, was put into the sea off Huelva, in Spain, carrying false "secret documents" indicating an attack on Sicily would be a decoy for a real thrust elsewhere.

The Germans fell for the ruse, redeployed their troops, and the Allied landings in Sicily in July 1943 met light resistance, saving thousands of lives.

The story went public in a book, *Operation Heartbreak*, and film, giving Martin the title *The Man Who Never Was* – and the hunt for his true identity began.

Roger Morgan, a London town planner, believes the body to be that of Glyndwr Michael, a vagrant who took rat poison and died in London in January 1943 – recently declassified documents actually name Michael, although nothing is quite what it seems in the world of wartime intelligence.

Others cast doubts on the claim, not least because they believe the presence of poison could have jeopardised the deception, codenamed Operation Mincemeat – Martin had to be a drowning victim.

Former sailor Colin Gibbon, of Pontypridd, South Wales, has re-entered the fray, saying his candidate has better credentials – and claiming his story could be backed by the opening of a Treorchy grave.

Mr Gibbon's interest started in 1954 when, while in HMS Ocean in Weymouth Bay, he saw filming of *The Man Who Never Was* on the submarine HMS Scythian.

Painstaking research led him several years ago to the conclusion that the body used was that of Emyln Howells, a barman who died of TB and pneumonia.

Mr Howells' niece provided photographs which showed an uncanny likeness between Mr Howells and the corpse of Major Martin in a Spanish mortuary.

Now the widower of Mr Howells' niece, Fleet Air

Arm war veteran Ken Fletcher, believes it is time to see who lies in the grave marked Emyln Howells in Treorchy – if a body lies there at all.

An application has been made by Mr Fletcher to open the grave in the family plot in Treorchy, but their original target date of January 15 looks like being missed.

"It is a major decision of mine, and it has not been an easy one to make, but it's the only way we can see of getting anywhere with this matter," said Mr Fletcher.

Mr Gibbon said: "Naval Intelligence avoided nothing – every detail was worked out.

"They were playing name games – there are so many connections between details on the gravestone in Huelva, the book *Operation Heartbreak* and the people in Naval Intelligence – birthdays, names, even the inscription starting 'Dulce...' – Howells' niece was called Dulcie.

"If there is no body in the Treorchy grave it adds weight to my story – no one saw inside the coffin as it was sealed when it was brought by train from London. If there is a body, it could be that of Glyndwr Michael."

But the Huelva grave still poses its own questions.

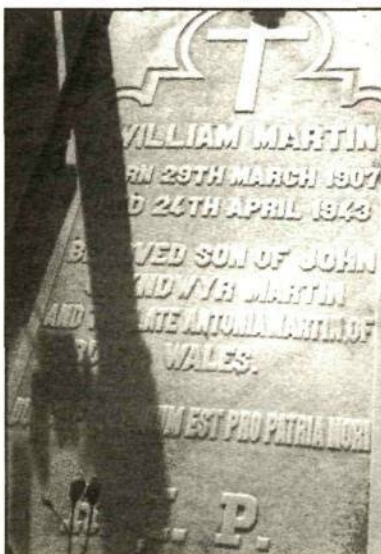
Originally designated a war grave, it was declassified in 1955 when the Admiralty failed to deny that the body in the grave was that of a civilian.

But that decision was reversed in 1977 when a routine internal

grave being reclassified as a war grave, on the grounds that original inquiries for a body were accepted as having been quietly undertaken "in service medical circles" – indicating that the body could have been that of a serviceman. Adding further confusion, Mr Fletcher said Emyln Howells was a member of the Royal Navy during the First World War – a former serviceman.

Even if the Huelva body was a civilian, his posthumous role in the operation would make a war grave appropriate in the eyes of the Commonwealth War Graves Commission.

Reclassification as a war grave normally bestows greater protection than civilian regulations.



● Mystery man – whose body lies in the grave of "William Martin" in Huelva, Spain?

Picture: Colin Gibbon review at the Commonwealth War Graves Commission

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**TRANSPORT:** Earls Court tube – on the Piccadilly & District lines

**TIMES:** 10am to 7pm daily. Sunday 12th January (10am to 6pm)

**LATE NIGHT:** Open until 9.30pm on Thursday 9th January

**ADMISSION:** Adults £8.50. Senior Citizens £6.50. After 4pm £6. Children: Two children under 16 admitted FREE when accompanied by an adult. Additional and unaccompanied children £6.50ea. Preview day £11.50 (available in advance only)

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● Major Julian Baxter.

## RM major is Commander

A ROYAL Marines major has broken new ground at HMS Drake, Plymouth.

Major Julian Baxter has been appointed Commander of Drake – the first RM officer to hold this appointment, effectively making Major Baxter the Executive Officer.

Major Baxter, who has been in the Royals for 23 years, was previously Executive Officer at HMS Warrior, CINCFLEET's HQ.

## Top safety post for retired vice admiral

THE NEW Director General of the British Safety Council is retired Vice Admiral Sir Neville Purvis.

Sir Neville (60), who was Chief Executive of the British Standards Institution, joined the Submarine Service in 1959, serving in HM Ships Turpin, Dreadnought and Repulse.

Among his other appointments, Sir Neville commanded HMS Collingwood from 1985-87, was Director General, Future Material Projects (Naval) until 1988, then Director General, Naval Manpower and Training until 1990.

He was due to take up his appointment on January 2.

# Eleventh-hour visit caps 37-year career



● Family visit – Flying Officer Karen Roberts at HMS Cambridge with her father, CPO Robbie Roberts.

Picture: Stuart McDowell, Sunday Independent

IT WAS a long time in coming – but Chief Petty Officer (Missile) Alan Roberts' daughter finally found out what he did for a living.

"Robbie" had been planning a visit by his daughter Karen for seven years, ever since she joined the Royal Air Force.

Eventually, in the final week of his unblemished 37-year career, Karen managed to get to see Dad at the Navy's School of Gunnery at HMS Cambridge near Plymouth, where he took her on a guided tour.

Robbie (52), from Torpoint, joined the service in 1959 at the age of 15, and served on ten ships before being drafted to HMS Cambridge two years ago.

He saw action in the Falklands and Gulf wars, represented the Royal Navy in international pistol and rifle shooting, and is believed to be one of the oldest fully-qualified Naval Divers.

It's been a cracking life, and will be very difficult to leave," he said.

"I've lived a real sailor's life but I am still as fit as ever. I've served all over the world – the only country I've missed out on is Japan.

"Now I'm hoping to get a job on the Torpoint Ferry as I really can't stay away from the water."

Robbie said Karen (27) originally intended to join the Navy, but at 5ft tall was too short for the Senior Service. She is now a flying officer serving at RAF St Mawgan in Cornwall.

"I'm proud of my father's achievements and I had a wonderful day in the Navy's Gunnery School seeing what my father gets up to," said Karen.

"Unfortunately for Dad I was in my uniform and he had to salute me, much to the enjoyment of his workmates."



## 60th birthday spent at sea

Pictured left is the NAAFI manager in HMS Invincible, Michael Anglin, who was presented with a cake to celebrate his 60th birthday while the aircraft carrier was on passage to the Gulf.

During his 33 years of service with the NAAFI, Michael has served in ten Royal Navy ships.



● NATO medal-winner WTR Balaji Rajan at Naples.

## Admiral visits NATO team in Naples HQ

ROYAL Navy personnel based in Italy were presented with medals by the First Sea Lord during his recent tour of the NATO HQ.

Admiral Sir Jock Slater was at Naples to visit the Commander Naval Forces Southern Europe base in Naples, where 45 RN people work. Seven received the NATO Medal for Service to Former Yugoslavia.

Highlight of the visit was his attendance as Guest of Honour at Trafalgar Night – and the celebration is somewhat different in Naples in that ladies are invited to attend, which is seen as appropriate as it was in Naples that Nelson formed his relationship with Lady Hamilton.

More than 100 officers and partners attended, and other guests included Admiral Angeli, Commander Naval Forces Southern Europe, Miss Patricia Kelly, the British Consul General in Naples, and representatives of Italy, the United States, Germany, Canada and Australia – and even members of the Army and Royal Air Force.

## Bodybuilder's secret: hard work, not drugs

A CHIEF Petty Officer from 848 Sqn is on the trophy trail after competing with the top British bodybuilders.

Bill Young, who is based at Yeovilton, took the Welsh Heavyweight title and was also overall Welsh champion at Aberdare in October, which qualified him for the Association of Natural Bodybuilders British final.

There, in his first year as a heavyweight, he came seventh out of 14, and he believes another year of gaining weight and muscle should put him in with a good chance of winning the GB heavyweight title next year.

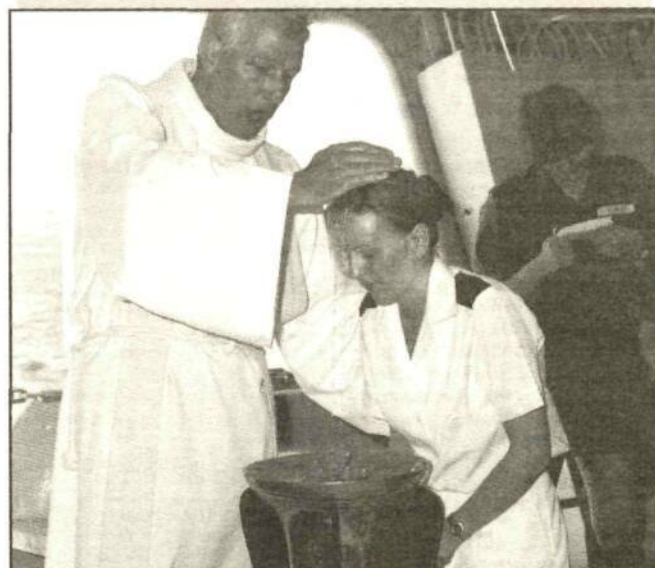


Bill (pictured) said his success proved you can get good results and physiques without drugs, with a little time and hard work.

"Anyone can reach the standard I have if they want to. I can show anyone of any age and ability how to get fitter, stronger and more healthy."

Bill and his training partner and girlfriend Elaine also helped with the diet and training of Royal Marine Simon Martin, based in Poole, who followed in Bill's footsteps by taking the Welsh Novice title.

Anyone wishing to contact Bill can write to him at 848 Naval Air Squadron, HMS Heron, RNAS Yeovilton, Ilchester BA22 8HT.



● Sea service – Petty Officer Paula Day being baptised by chaplain the Reverend Bernard Clarke in the Sunday service at sea in HMS Invincible during the aircraft carrier's Gulf patrol.

## Workers sail with ship

MEMBERS of Bolton's local services took the chance to spend a week at sea when HMS Beaver visited her affiliated town.

Four firemen, two policemen and two postal workers sailed from Plymouth in the Type 22 frigate and watched various exercises in the English Channel before taking part in the Thursday War.

The firemen – Jim Marsden, Brian Beales, Alan Barlow and Steve Pimley – had a good look at the firefighting equipment and techniques, while the policemen, Andy Crook and Paul Nolan, were shown the ropes by Beaver's Master At Arms, Mick Cox.

The week ended at Liverpool when the ship arrived for a busy weekend of sport and social engagements in Bolton, including a dance, tug-of-war, golf, rugby, and a trip to Old Trafford.

● Ready for action – (clockwise from back left) Station Officer Jim Marsden, MEM Jan Oldfield, LMEM Brian Gregory, and Fireman Alan Barlow in HMS Beaver's engine room.



● WARRANT Officer John Notley has become the first RN WO to be awarded a post-graduate diploma from the University of Plymouth in Applied Meteorology and Oceanography, after successfully completing the Meteorological Officers Course. John, who lives in Helston, Cornwall, serves as a meteorological forecaster at RNAS Yeovilton.

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## Beach is dry run for Arctic slog

TWO ROYAL Marines have been preparing for a four-month trek across the Arctic by taking to the beach in Cornwall.

Sgt Sean Chapple, of 42 Commando, Plymouth, and Cpl Alan Chambers, of 40 Commando, Taunton, aim to become the first unsupported British team to walk to the North Pole, taking 110 days.

And the sands of Portwrinkle beach represent the snow across which they will have to ski, dragging 400lb of supplies and equipment.

The two men have also been working on strength and stamina, hauling tyres around Dartmoor, swimming fully clothed in the local pool, and dragging upturned vaulting horses around the gym for hours on end.

The walk, planned for 1998, will take them from Canada to the pole – and Canada is their destination for a seven-week training period at Resolute Bay starting next month, when plans and equipment will be fully evaluated.

Before that the two Royals will undergo a week at low temperatures in the Institute of Naval Medicine's environment chamber in Alverstoke, Hampshire, where they will acclimatise to the harsh conditions expected in Canada.

The Institute will also be using the expedition to gather information on how humans cope with low temperatures.

Sean and Alan are no strangers to rigorous expeditions – they were part of an unsupported four-man team which crossed Iceland on foot and skis in 1995.

❑ Cold spell at the Institute of Naval Medicine – pages 12 and 13

# Trust helps to ease the pain



● Making life easier – Toni Richardson in her new riser/recliner chair, holding the portable nebulizer. With her is Tim Goss, her Naval Family Services social worker.

A NAVY wife's life has been made a great deal easier thanks to the Royal Naval Benevolent Trust.

Toni Richardson (28), who is married to a serving O/M (SM) and lives with her two children in a service married quarter, has suffered a troublesome back complaint for more than eight years.

A year ago she collapsed at work and was confined to bed.

She never fully recovered from surgery performed at her local hospital, and she now relies heavily on walking sticks to get around her home, and is wheelchair-dependant outside.

As a result of her condition and poor mobility, Toni has been virtually housebound for a year, and was often confined to an armchair, which her occupational therapist deemed unsuitable as it was extremely uncomfortable, and placed an unacceptable strain on her back.

The cost of a more suitable riser/recliner chair, which would allow Toni to change position and would provide more support for her legs, relieving a good deal of pain, was put at £810 – well beyond the family's resources.

At this point the RNBT's Grants Committee stepped in and, together with the Navy Special Fund, met the full cost of the new chair.

The riser facility now allows Toni to stand up without aggravating her spinal condition further.

The Grants Committee also provided cash to enable Toni to buy a portable nebulizer, which relieves the breathing problems from which she also suffers.

❑ RNBT annual report – page 10.



● MEM Lee McCubbin.

## AWARD FOR LIFESAVER

A SAILOR has been presented with the Royal Humane Society Resuscitation Certificate after saving the life of a child.

HMS Gloucester was visiting Doha, in Saudi Arabia, when MEM Lee McCubbin saw young boy face down in the water.

He raced in, brought the child ashore and revived him.

## Abseiling away on RN carrier

IT MAY never catch on as a way of disembarking, but it could raise big money for the Anthony Nolan Bone Marrow Trust.

Royal Engineer Cpl Andy Loftus abseiled from the carrier HMS Ark Royal in Portsmouth as a prelude to a sponsored event to be held later this year.

Cpl Loftus took around 30 seconds to descend the 100ft drop from the bridge – and hopes his example will encourage up to 300 others to sign up for the charity abseil, raising up to £30,000.

## Officer joins the medics



● On his rounds – Adrian Whyntie's brief appearance in Cardiac Arrest. Picture courtesy World Productions for BBC Scotland

A Royal Navy officer was seen masquerading as a doctor by millions of people – but it was all in a good cause.

Cdr Adrian Whyntie, Weapons Engineer Officer on the Navy's newest Type 23 frigate HMS Grafton, spotted the World Productions TV crew and cast of BBC's Cardiac Arrest series in a Glasgow pub while the ship was still in build.

Cdr Whyntie wondered if there was a chance to appear on the show – and became Dr Nick Stevens, an extra seen for a couple of seconds in episode 11, watched by 5.3 million viewers.

A small fee given to him was passed to the ship's charity chest, which went to the Mayor of Ipswich's Charity Fund.

## Dolphins at the North Pole

DOLPHINS were sighted near the North Pole when one of HMS Trafalgar's youngest sailors successfully completed his submariner's qualifying board.

OM (TSSM) Tommo Thomas was awarded his Dolphins badge, plus traditional tot of rum, by Commander John Gower while the submarine lay surfaced near the North Pole.

Trafalgar has been exercising in the Arctic and the Atlantic, including work with an American submarine under the pack-ice, torpedo trials with HMS Westminster, and she has also been gathering environmental data on ice melting due to global warming.

She returned to Devonport at the beginning of December.



● Tot at the top of the world – Tommo Thomas receives his Dolphins and tot of rum from Cdr John Gower on HMS Trafalgar.

## Chaplains bar is chaplain's brainchild



● Admiral Sir Jock Slater officially opens Chaplains Coffee Bar at HMS Collingwood.

A ROYAL Navy chaplain's great affection for silent film star Charlie Chaplin has surfaced in a new coffee bar at HMS Collingwood.

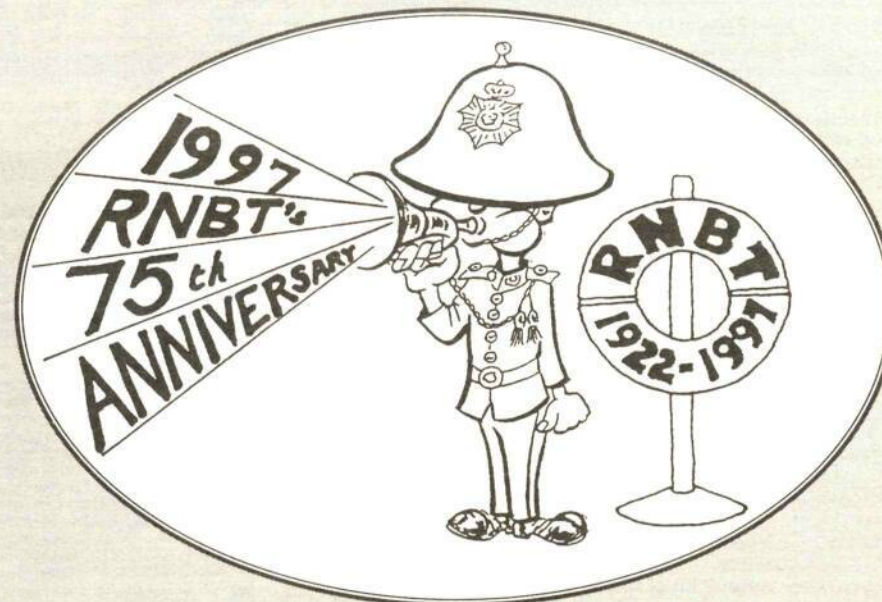
Chaplains Coffee Bar has been designed to provide all personnel at the Navy's school of weapon engineering and communications training with an alternative venue for breaks and lunchtimes.

The bar has naturally taken the theme of Charlie Chaplin, containing photographs and props of the great actor, and was the idea of Church of England chaplain Mike Brotherton, who himself has an office full of Chaplin memorabilia.

First Sea Lord Admiral Sir Jock Slater officially opened the bar during a recent visit to the establishment, which is in Fareham, Hampshire.

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"I reckon this trip will be one of those joys they say sailor service brings!"

## NEWSVIEW

### Never mind the Man Who Never Was

THE CONTINUING dispute over the identity of the Man Who Never Was is one of a type that holds a perverse fascination these days.

Who *cares* who he was? Well, of course a lot of people do. Everyone loves a mystery – more and more in these uncertain times as the approach of the millenium has brought about an explosion of interest in strange stories, arcane philosophies, mysticism, UFOs and the like.

It is part of the mystery of faith: we hope the Man Who Never Was may have had a story of his own to tell to make him a bit special. More probably he was entirely unworthy of note – except that his mortal remains were given up to serve a mythology that survives the hard facts, as myths always tend to do.

We have lately also been presented with the 'revelation' that many Jews served in the Wehrmacht – even at high level, where they were cynically maintained by the Nazis who expected they could revise their situation once their talents had served their purpose.

Also that the inhabitants of the Channel Islands collaborated with the occupying forces to a greater extent than the popular image suggests.

The instinct of self-preservation – the vital instinct of all forms of life – dictated their actions, so why should we be surprised?

On the other side of the coin, more information has lately come out of the archives relating to the wartime roles of the Duke of Windsor and King George VI.

The latter was, like his father, a naval officer by training – and by temperament too, we are now told, belying his own received image of a reluctant monarch sustained only by the support of his wife.

Well, this wasn't a 'revelation' either – to those in the know he was always a better bet than his more glamorous, shallow elder brother.

"I'm just a naval officer," he is said to have exclaimed when told he might have to take over the throne from Edward VIII.

It could be argued that naval training brought out many of his best qualities.

There has been a lot of talk in the national press of how the Armed Services of many European – and east European – countries have lately come to look at our training as a role model.

Most of today's role models – fashion and film stars, media upstarts in general – have little to recommend them. So these so-called revelations may at least serve as reminders of an era when our forefathers' idea of duty, whether to country or to family, was as much an instinct as a requirement. Even if some of them interpreted it in different ways.

Whoever the Man Who Never Was was, he was disguised as a package of impeccable naval background – and the enemy bought it.

So don't let's bother too much who he really was, this mystery man of half a century ago – let's bother a bit more about what we might become in the next one. And what we might help others become.

## GRANTS COMMITTEE PAYS OUT £190,000

# Funds seek better value for money

VALUE for money came first when awarding grants for establishment yachts and other major sports equipments, the Sailors Fund and Fleet Amenities Fund Grants Committee agreed.

Yachts in particular should come under closer scrutiny with regard to usage, for which applicants should provide details.

All applicants' chances of success were aided by the written quality of their bids.

The following grants were approved:

Half yearly grant to **HM Ships and Submarines** – £48,870; to

**RM Commando Units** – £9,000; to the **Regular Forces Employment Agency** – £9,618 plus the same amount from the Fleet Amenities Fund.

Yearly grant to **CinC Fleet Central Amenities Fund** from FAF – £1,500; for TVs in ships and submarines from FAF – £6,200.

Annual subsidy from FAF for films in **HM ships serving in South Atlantic, Gulf and Adriatic** – £1,500.

### GRANTS TO PROJECTS

**RN (Youth) Football Association** for 119 Dallas Cup competition – £1,120 (SF), £280 (FAF) plus £1,500 from the Sports Lottery. Also £500 (SF) to purchase new sports strip.

**RN/RM Triathlon Association** for tour to Lanzarote – £2,340 (SF), £585 (FAF).

**HMS Pursuer** as convertible loans to refurbish Wardroom – £3,162 (SF), £790 (FAF).

**RN Volleyball Association** tour of Norfolk, Virginia – £2,000 (SF), £500 (FAF) and £1,500 from Sports Lottery.

**Royal Marines Condor** for shower and toilet at Lovat Lodge – £3,600 (SF), £900 (FAF).

**RN Football Association** to tour Norfolk, Virginia – £2,800 (SF), £700 (FAF) and £1,500 from Sports Lottery.

**HMS Neptune** (Families Education Employment and Training Service) to purchase computer – £845 (SF), £211 (FAF).

**HMS Monmouth** – £5,400 (SF),

£1,350 (FAF) as convertible loans for CPOs Mess refurbishment.

**RN Women's Hockey Association** for tour to South Africa – £6,128 (SF), £1,532 (FAF). Plus £500 (SF) to purchase sports strip.

**HMS Nelson** for Nepal 97 expedition – £6,400 (SF), £1,600 (FAF).

**RN Winter Sports Assn** towards Inter Service and British Championships costs – £8,000 (SF), £2,000 (FAF).

**RN/RM Sports Parachute Association** to purchase two aircraft radios – £6,563 (SF), £1,641 (FAF) and £500 from Sports Lottery.

**HMS Osprey** for weight training and cardio vascular equipment – £6,754 (SF), £1,689 (FAF) and £3,000 from Sports Lottery.

**Victory Services Club** for conversion of bedrooms to en-suite facilities and family rooms – £10,000 (SF), £2,500 (FAF) as interest free loans.

**British Services Gimmigela expedition** – £8,800 (SF), £2,200 (FAF).

Subsidy for **SF/FAF French cottage** lettings – £12,000 (SF), £3,000 (FAF).

**RM Barracks Chivenor** for equipment for Water Sports Club – £12,246 (SF), £3,062 (FAF) and £1,000 from Sports Lottery.

**HMS Excellent** for Ship's Company Bar and Recreation Area – £30,280 (SF), £7,570 (FAF), to be attributed to the annual donation from Pussers Rum.

**HMS Dryad** for establishment yacht replacement – £48,000 (SF), £12,000 (FAF).

**RH Haslar** for donation to St John and Red Cross library books – £4,000 (SF), £1,000 (FAF).

£6,400 (SF) and £1,600 (FAF) was set aside for three minute telephone calls for **RN seagoing personnel** at sea on Christmas Day.

All other applications were unsuccessful.

□ Revised guidelines for the submission of grant applications are contained in BR 8588.



● Convertible loans: HMS Monmouth received £6,750 to refurbish the CPOs Mess.



# ALL FIRED UP AGAIN . . .

## Chances Peak volcano back on the boil

**A**S HMS Boxer approached the Caribbean island of Montserrat last month there were fears that the Chances Peak volcano was again threatening to erupt, writes Paul Parrack.

The intense pressure which has been building up on Galways Wall on one side of the peak had caused large cracks to appear and there was a possibility that these would cause the face to fracture.

Should this happen, the ensuing lateral blast of hot material could scatter over a wide sector of south western Montserrat.

The West Indies Guardship's commanding officer Cdr Mike Mansergh flew ashore in her Lynx helicopter to consult with the island's Governor as the Type 22 frigate anchored in Olde Road Bay.

Overnight the situation appeared to have stabilised somewhat and fears of any immediate explosions had subsided.

The risks, however, still remained, with the volcanic alert, state orange, still in force. This makes almost all the southern half of the island off limits.

### Laid waste

During the ship's planned three-day visit key personnel toured the island with local government officials, inspecting the emergency facilities, hospital and communications stations to enable the ship to integrate and co-ordinate effectively should the situation require her quick return.

Meanwhile the planned programme of events for the visit was allowed to go ahead and HMS Boxer's ship's company were given a warm welcome by villagers as they came ashore.

Life in the village of Salem, close by the jetty, appears to be relatively undisturbed, despite the volcano's presence, dominating the skyline, its top shrouded in mist.

The countryside seems fresh and green and it is only from the air that the lava flows and areas laid waste by the fall of hot ash can be clearly seen.

Working parties were landed to paint and renovate, sporting fixtures against local teams were played and a party for children was arranged in traditional RN style, the sailors dressed as pirates.

HMS Boxer's presence in the area continues to reassure the islanders. She is well equipped to provide technical support and if necessary will act as an emergency command and communications centre.

### Weapons trials

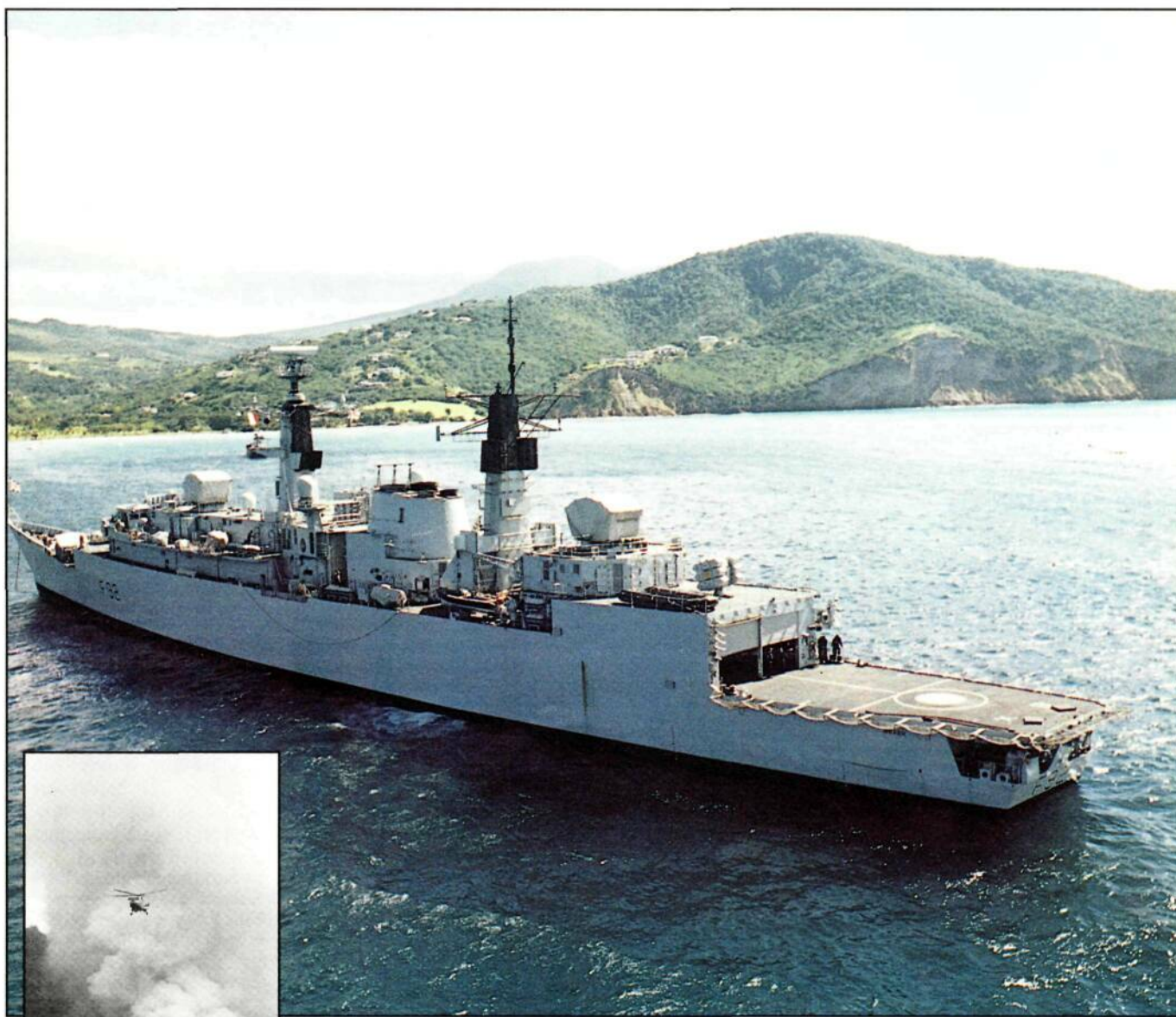
She was spending the Christmas period in nearby Puerto Rico and was one of the RN units taking part in ITV's Christmas Day special hosted by Anthea Turner.

Just prior to arriving off Montserrat she took on fuel from the Royal Fleet Auxiliary tanker RFA Gold Rover and took the opportunity to exercise with the French landing ship FNS Francis Garnier.

Deployed in the area at the same time was HMS Westminster. The Type 23 frigate has been conducting weapons trials at the Atlantic Underwater Test and Evaluation Centre off Andros Island in the Bahamas.

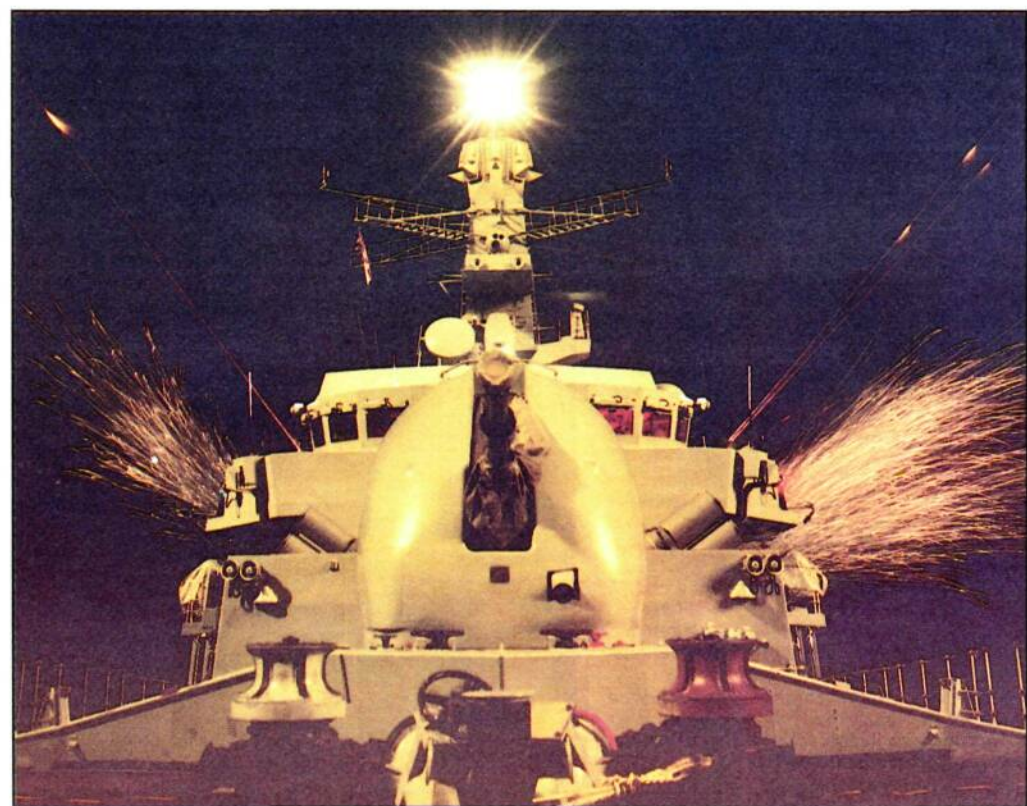
She visited Port Canaveral to prepare for these and some members of her ship's company snapped up the chance of a privileged tour of the Kennedy Space Centre where the Space Shuttle Columbia was preparing for take off.

Later she moved 100 miles up the Mississippi River to become the first RN vessel to visit New Orleans in six years.



● Above: with protective covers over her equipment against the threat of falling ash, HMS Boxer lies at anchor off Montserrat, the volcano of Chances Peak veiled, as usual, in mist. Inset: how it looked in August 1995 when the threat of a major eruption appeared imminent, HMS Westminster's Lynx helicopter taking gas samples.

● Below: back in the West Indies again, HMS Westminster carries out a night-time gunnery exercise.



## NAVY NEWS UNDER 12'S READERS CLUB

As we told you in our December issue we hope to be launching our new under 12's readers Club in July. The Club will have its own special section in Navy News.

**But we need your help before the official launch of the Club!**

Last month we asked you to give us ideas for the Club's name and we still need lots more names to choose from, so keep thinking!

Every good Club should have a mascot and your's will be no exception.

### CAN YOU THINK OF AN IDEA FOR A MASCOT

"Simon says"— send us your ideas, you can use pencils, crayons or even a computer to draw a picture of your ideal mascot. It could be an animal, something nautical or even a totally made up figure.

**There's a prize for the best idea!**

The closing date for the Club name or mascot is March 1st 1997.



In our last issue we told you that Navy News will make Club members birthdays very special. If you provide us with your date of birth on joining the Club you may have an entry like this on your special day.

**HAPPY BIRTHDAY TO JOHN BROWN FOR 1ST DECEMBER**



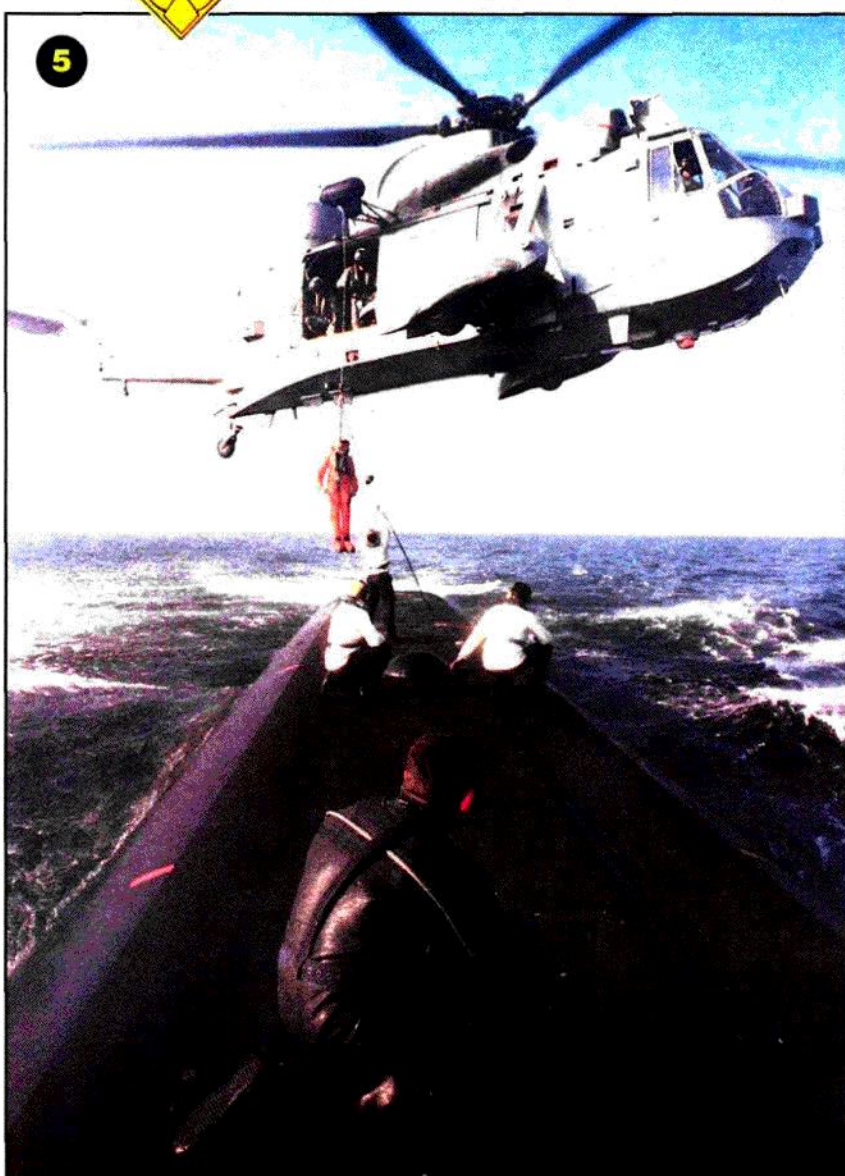
Well that's it for now but we will be back next month to let you know how the entries are going for the names and mascots for our new Under 12's Readers Club.

Send Your Ideas to:  
Under 12's Readership Club, Navy News HMS Nelson  
Portsmouth PO1 3HH.





# 25 YEARS ON



## Silver jubilee for guardians of the north

HMS Gannet, the Royal Naval air station at Prestwick, near Glasgow has celebrated its silver jubilee, having been commissioned on November 23, 1971. In this special feature *Navy News* takes a look at the past, the present and the changes ahead for the Navy's most northerly air base.

**B** RITAIN's strategic deterrent is the Sword of Damocles protecting us against nuclear attack – but who watches over the deterrent? In the air above the northern coasts it is 819 Naval Air Squadron, flying Sea King anti-submarine helicopters in all weathers from HMS Gannet in Scotland.

It has been operating from the base on the north side of Prestwick Airport for 25 years. Since November 23, 1971 their watch on the Clyde, the highway for at first Polaris and now Trident submarine patrols, has been unflinching.

Meanwhile, a smaller but more publicised part of their task has been to save hundreds if not thousands of lives in search and rescue sorties which have grown fourfold over the past ten years and are now approaching an average of one a day.

### Wartime buildings

The naming of the base after a quarrelsome seabird with a reputation for voraciousness may not seem particularly appropriate, but since the Second World War the name has been associated with RN air stations, most notably the former RAF base at Eglinton, County Londonderry from 1943 until the early Sixties, as well as Gannet II and III at Maydown and Belfast respectively.

The need for airborne anti-submarine support of the new Polaris submarines resulted in the transfer of 819's six Sea King Mk. 1s from Culdrose to the Prestwick base which was then largely composed of old buildings constructed during the war.

Today, the base bears little resemblance to the original site and in recent years a comprehensive rebuild has provided modern accommodation, new hangars, a new sick bay and, most recently, a much improved squadron building and purpose-built mess office.

The aircraft have changed, too. Advances in avionics and detection equipment have updated the Sea Kings, of which the Mk 6

variant is now in service, and by the end of the century 819 expects to be flying the new Merlin.

Strength of the squadron has been enhanced, too, since its amalgamation just over three years ago with 826 NAS. Now it has eight Sea King Mk 6s as well as a Mk 5 which is dedicated to search and rescue.

Much of the squadron's work is in anti-submarine warfare sorties and training, as well as participation in exercises to test the ability of prospective submarine commanding officers to evade detection.

### Sea detachments

But 819's activities reach far beyond Scotland. Last year its work included five detachments to sea – including embarkation in HMS *Illustrious* for the transatlantic Exercise Purple Star, operations from a Dutch auxiliary, and a spell on board RFA *Fort George* for a recent exercise.

Inevitably, though, it is the SAR activities which grab the headlines. Throughout the year the squadron provides cover over a huge area, bounded by the Isle of Man, Fort William in the north, the Firth of Forth in the east, and stretching 225 miles west of Northern Ireland.

That side of the squadron's work has over the years included many high-profile operations – including participation in the search and rescue efforts during the Piper Alpha disaster – and has been spotlighted by a major TV documentary series screened in 1989.

More recently, the SAR aircraft – call sign Rescue 177 – was in the news when it airlifted a sick sailor from a Russian submarine



operating in heavy seas in the north approaches, and during the summer saved an injured, 14-year-old girl by pulling her out of a narrow ravine in Camp near Glasgow.

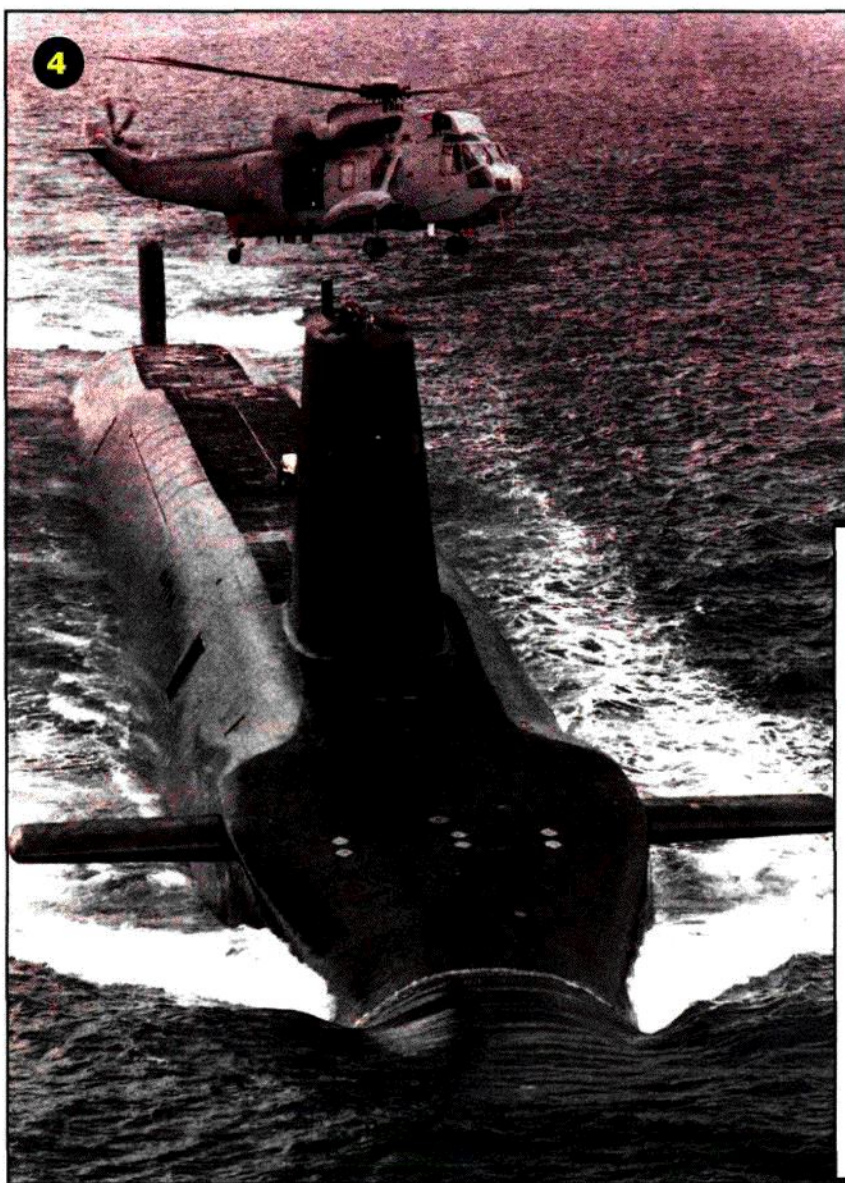
Humanitarian acts such as those help Gannet to maintain its strong links with the local community, and the people of Scotland as a whole.

Exemplifying those links was the Council's invitation to Gannet personnel to attend a civic dinner on November 23 to mark the silver jubilee.

## Strong in support

THE AIRCRAFT and aircrew at HMS Gannet are sustained by a large support team which includes 80 maintainers, 60 air engineering ratings, 18 caterers and a stores department which stocks 15,000 different items ranging from helicopter engines to mattresses.

There is also a 15-strong operations department providing 24-hour cover for 365 days of the year, a team of 13 meteorological and 106 civil administration, building maintenance, cleaning and transport roles.



## Celebration with a whirl

A SPINNING Swordfish propeller in the wardroom mess is one of the reminders of 819 Squadron's past.

The prop, being shown off here by the Commanding Officer of HMS Gannet, Cdr Nigel Arnall-Culliford, is driven by an electric motor at a leisurely 23 revs per minute. It is set in motion for special occasions – normally the anniversary of the Taranto raid on November 11.

A trench has been sunk in the wardroom floor to allow running clearance. Since 1990 the propeller has been complemented by a refurbished engine, found by chance by a Royal Marines officer who stumbled across the wreckage of a Swordfish on a Scottish hillside near Balmoral.

For the silver jubilee celebrations, the prop is being given a brilliant shine by Lt Cdr (SCC) Don Briggs and two of his Sea Cadet students – PO Deborah Atherton of Greenock unit and AB John Collard of Chelmsford. They are on the national mechanical engineering course held at the base.

The propeller was spun for the silver jubilee dinner hosted by the CO and attended by Flag Officer Naval Aviation, Rear Admiral Terry Loughran, and former COs of the air station and squadrons which have been based there.





# N WATCH



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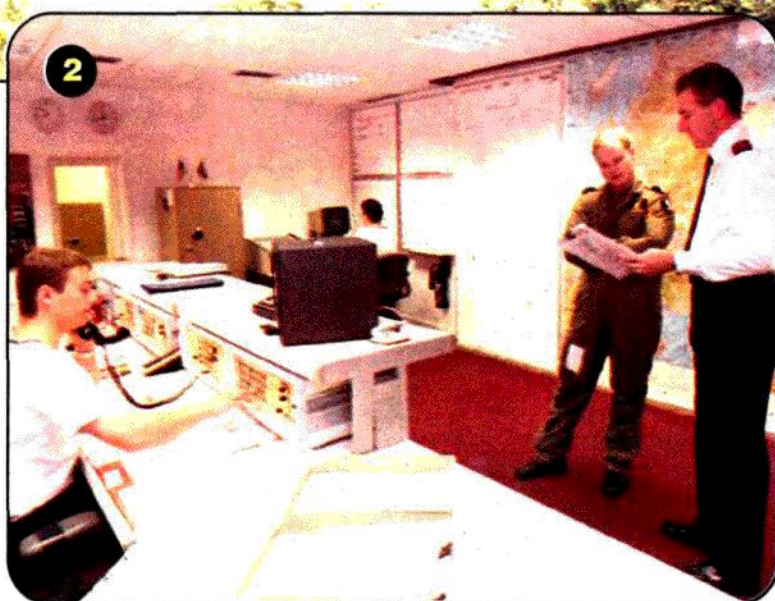
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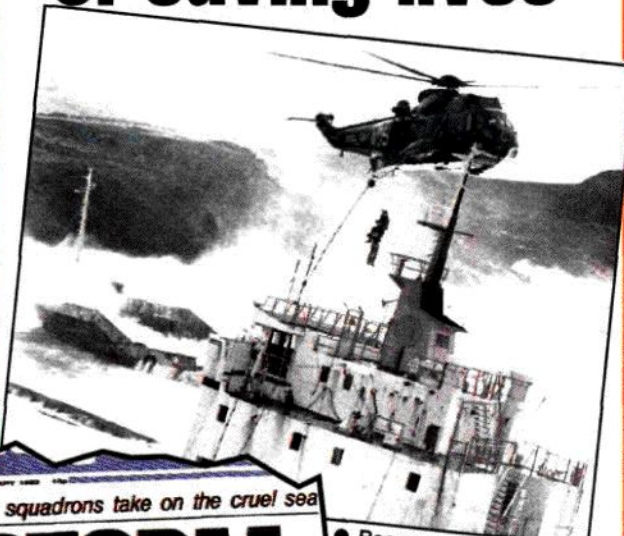
## THE PICTURES

- 1 - The Search and Rescue helicopter of 819 Squadron practises landing in confined areas in the hills of Galloway.
- 2 - In Gannet's operations room, POACMN Peter West briefs Sea King observer Lt Mike Pearson.
- 3 - A civilian mountain rescue team disembark from the SAR aircraft during a winter training exercise.
- 4 - Prime role for 819 Squadron is anti-submarine support for Trident submarines.
- 5 - A winching exercise to the casing of HMS Torbay in the Clyde.

by LA(PHOT) Adrian Hughes



## Quarter century of saving lives



ercy squadrons take on the cruel sea

## STORM FORCE!

ROYAL NAVY helicopters battled against some of the worst weather ever ex-  
periences last month in a series of dramatic and challenging missions in which they  
rescued people in trouble around Britain's coast.

● Rescue of the crew of  
the Craigantlet in 1982.

**Rescuer is  
rewarded  
for bravery**

## Trophy for perilous rescue



● The Maersk Angus  
operation in 1981.

## HORROR OF RIG BLAZE

**Trawlermen  
saved from  
an icy death**



● Rescue of the  
Virgin Atlantic bal-  
loonists in 1987.

## Taranto raiders

ONE OF the Fleet Air Arm's most notable Battle Honours - Taranto 1940 - is held by 819 Naval Air Squadron.

The squadron, which was formed that year, was equipped with Swordfish torpedo bombers and was embarked in HMS Illustrious for the carrier-borne attack on the Italian fleet at anchor in Taranto harbour.

The surprise raid caused so much damage that it effectively neutralised the enemy's capital ships for several months.

After that, 819 was briefly absorbed by 815 Squadron before reforming under Coastal Command for minelaying duties in the North Sea.

In 1943 the squadron was

back at sea, flying from HMS Archer on Atlantic convoy duties during which 819 made a successful attack on U-752.

With the addition of eight Wildcat fighters to squadron strength, 819 downed four enemy aircraft and sank another U-boat in 1944. From then until the end of the war the squadron flew night patrols over the North Sea from airfields on the east coast and later in Belgium.

Disbanded in 1945, 819 was not reformed until 1961 when it was equipped with Wessex anti-submarine helicopters and based at first at Eglinton. Disbanded again in 1971, it was reformed a month later at Culdrose shortly before moving to Gannet.



# You heard it here first!

ONE of *Navy News*'s less well-known services to readers is the one provided for the blind – a 90-minute taped digest of the paper produced each month.

For over ten years now Victor Cox has organised two teams of volunteers who gather to read his selections at the Portsmouth Blind Association – where recording facilities recently benefited from a £7,000 donation from the National Westminster Bank.

Victor rightly gives priority to news of operational ships – but all *Navy News*'s regular items get a mention, including reunions and the rest of the *At Your Service* entries.

The "Talking *Navy News*" is a free service provided to customers all over the UK – but there must be many more out there who would welcome it.

In a message for the latest edition Editor Jim Allaway said: "This an extremely worthy cause. A number of our readers are getting on in years and will be suffering from fail-



ing eyesight – and may not be aware that these recordings are available."

If you know of a blind person with an interest in the Navy, write to The Editor, *Navy News*, HMS Nelson, Portsmouth PO1 2PE, marking the envelope 'Talking *Navy News*' and we will do the rest.

● Left to right: Jennifer Grayston Pearce, Cdr Neville Lee and Lesley Taylor, volunteer readers for the "Talking *Navy News*", pick out the more sensational items from our back numbers.

# Mafia, mayhem and misfits . . .

AFTER all the mayhem and melodrama of *Crimson Tide* submariners may have felt the time was right for a more realistic look at their branch of the service. Instead, they get *Down Periscope* starring TV comic Kelsey Grammer, by a writer (Hugh Wilson) recycling a formula which is meant to do for the Navy what his earlier *Police Academy* did for the (US) police.

Once again, a bunch of misfits and rejects turn out to be adept at all manner of unconventional skills and end up routing the representatives of good order and discipline.

Not perhaps the most true to life scenario, but good for a gag or two along the way. Grammer, a name one itches to re-spell, is a dead ringer for Bob Hope circa 1953 and displays the same nifty sense of timing with a one-liner. Lauren Holly is the woman on board (the writer of *Police Academy* could hardly refrain from putting a woman on board) while Bruce Dern is the aghast admiral. Dern's performance has an edge of authentic malevolence, scarcely appropriate for such a light comedy, but which some may find sympathetic in the circumstances.

There seems to be a number of leading men named Baldwin around at the moment. Alec of

that ilk is the one with the after-shave ad good looks and the habit of taking his shirt off once a reel, allowing interested parties to contemplate his hairy chest. He has two new movies going the rounds. *Heaven's Prisoners* was made by his own production company, from a script which makes sure to set his character a properly heroic agenda: overcoming alcoholism, grieving over a dead wife and demonstrating super-tough guy efficiency while righting wrongs and protecting the weak.

## Screen Scene

The title *Heaven's Prisoners* is obscure, while that of *The Juror* could scarcely be plainer. Demi Moore is up for jury duty on a big Mafia trial; Baldwin is the Mob enforcer hired to terrorise her into ensuring a Not Guilty verdict.

No half measures for Baldwin: his role here is as unconditionally evil as the other is comprehensively heroic. It's a nerve-wracking tale, with some sort of jeopardy threatening to overwhelm our Demi at every turn.

*Barb Wire* is a futuristic comic strip of a film, whose main reason for being is to attempt an image make-over for its star, Pamela Anderson (or Pamela Anderson



● From *Bay Watch* to *Barb Wire*: Pamela Anderson plays it rough in her first attempt at an image make-over.

Lee as she is credited). She appears kitted out in black leather and supplied with a range of fire power and martial arts skills, enabling her instantly to abolish anyone whose presence displeases her. Clearly the ideal juror in a Mafia trial.

– Bob Baker



When it comes to depth and breadth of knowledge, there's one CD-ROM encyclopaedia that's head and shoulders above all others – Britannica CD97. Incredibly, the complete 44-million word text of *Encyclopædia Britannica* is on this one disc in the fastest, most efficient format that modern technology can provide. Also there are over 65,000 articles by the world's leading authorities and more than 4,000 drawings, diagrams, maps and photographs, many in rich full colour.

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# Command failure by remote control

"I AM NEITHER a historian nor an academic," James Eberle feels the need to apologise when opening a study of the development of the command of sea power in the 19th and 20th centuries.

True, his contribution to **The Sea and History** (Sutton Publishing £35) is oddly sandwiched among scholarly papers given at the 1995 Wolfson College Lectures, published for the first time, which seek to give an overview of the place which the sea and man's interaction with it has played in ancient, medieval and (too a much lesser extent as examined here) modern times.

But it has the value of concision, common sense and good humour – all qualities notably rare in the groves of academe – plus the benefit of hands-on experience.

Admiral Eberle makes it plain from the start that modern considerations of naval command can only sensibly be made within a tri-service context – and points up a number of failures in recent command practice and the use of intelligence.

Even with good organisation and computer assistance, he argues, it is not difficult for a commander, ashore or afloat, to become overwhelmed with information.

## Political control

He cites an example he often gave to his staff – of a senior officer of an Atlantic escort force, who, with his convoy scattered, his captain injured, his own ship damaged and several others sunk by a U-Boat wolf pack and with another gathering in his path, was presented with "a most urgent, secret and important signal" which read: "Commence hostilities against Japan".

Eberle sought to modify – with some lasting success – the development of "Rules of Engagement", a British invention, sold to NATO, designed to improve the ability for crisis management.

These became popular with politicians, he notes, since they permitted a degree of fine political control that had never before been available. But they inhibited the freedom of action of commanders at sea.

"With a measure of overstatement, I argued that the man on the spot in a fast-moving situation required only one piece of information from his political masters: he would wish to know whether they wanted him to escalate the confrontation, to de-escalate the situation, or to retain the status quo.

"It was then up to the commander on the spot to make the military judgements that would fulfil this basic instruction. I did not win, but did succeed in making some important simplifications, which remain."

One notable failure of command occurred during the Falklands War.

"There was confusion as to the role of 3 Brigade and 5 Brigade. Having sieged the bridgehead, the 3 Bde commander was expecting 5 Bde to land and take on the next phase of the operation – the break

out from the bridgehead.

"London, however, was not prepared to accept the delay that would have resulted, so 3 Brigade had to be ordered to move, even though its commander did not consider that he had sufficiently consolidated his position and was therefore not yet ready to move.

"There followed very shortly afterwards the attack at Goose Green, where British forces prevailed only through the remarkable bravery and spirit of the Paras.

"This command misunderstanding was the result of inadequate joint planning. The consequences of it could have been very serious indeed. Thus the recent announcement of the setting up of a standing joint force operational headquarters at the HQ C-in-C Fleet, Northwood is much to be welcomed."

Eberle reserves a final word of caution over the use of the computerised information systems that link us with our prime ally, the United States, however.

"I believe that their very sophistication carries with it three particular dangers. The first danger is that everyone is working from the same database. That is fine and to be welcomed, provided that the database is accurate.

"If it is inaccurate, then everyone will make the same mistake. That could be fatal. In the past, the very fragmentation of the system introduced checks and balances that made such an event highly unlikely. Where in the system can we build in those vital checks and balances?

## Micro management

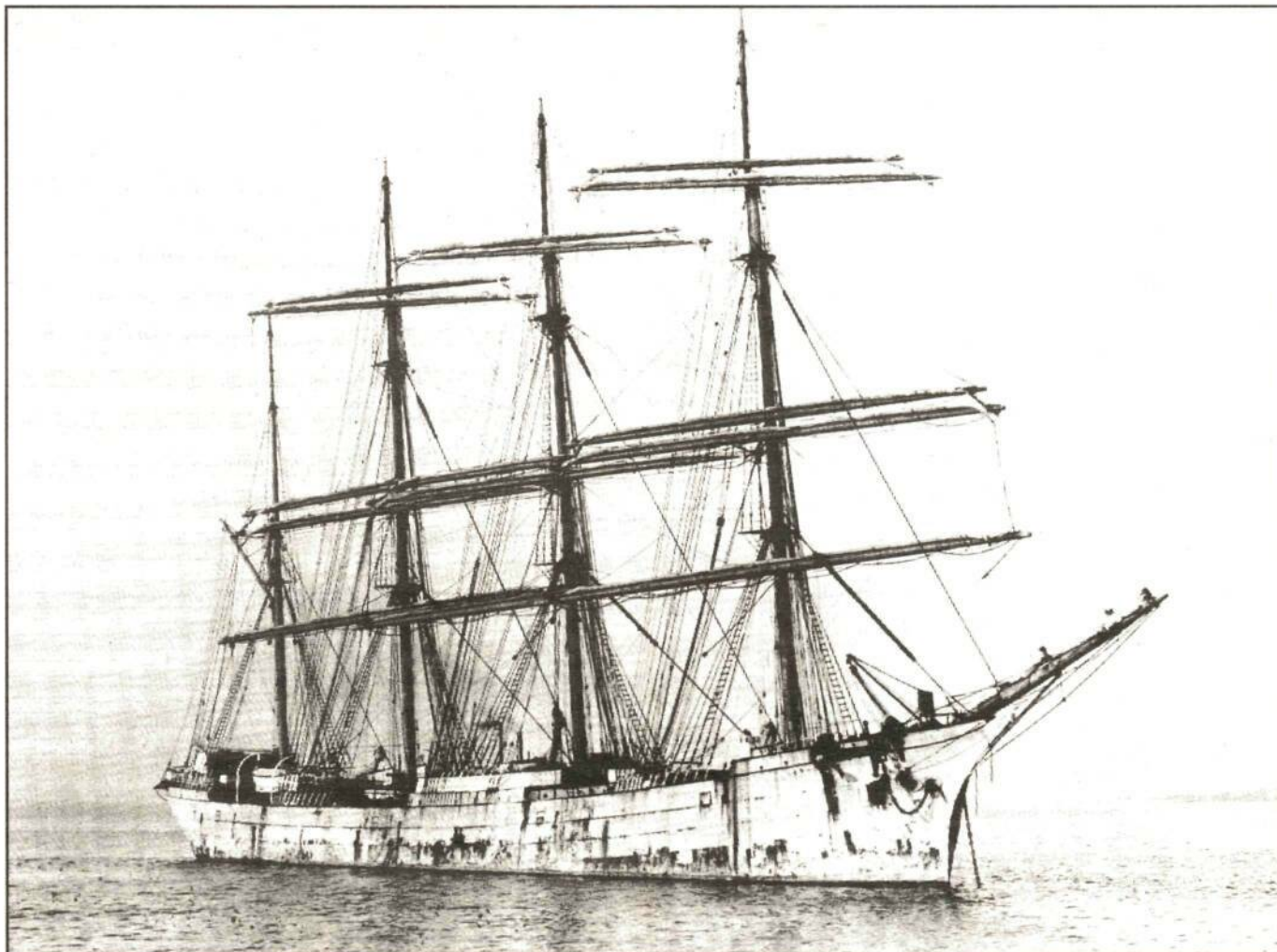
"Secondly, the capability of modern communication systems encourages the process of centralisation. It has been a fundamental tenet of twentieth century naval operational philosophy to leave the commander on the spot a high degree of freedom of action. Because it is now possible to control naval operations from remote headquarters ashore, are we sure that we are right to do this, and is there not a danger of remote micro-management?

"Finally, have we blurred too much the distinction between political direction and military command? It may be that a full analysis of the way that operations in the former republic of Yugoslavia have been conducted will give us a better feel for the answer.

"At this time the stream of political directives emanating from the Security Council in the form of UN resolutions, which have not been effectively enforceable in military terms, does not give me confidence that we have yet, certainly in global terms, got the political-military relationship right for the effective command of military power, of which sea power is still a major ingredient, in the complex and uncertain world that is the aftermath of the cold war."

— JFA

## At Your Leisure



AT THE HEIGHT of the U-Boat campaign in 1917, the four masted barque Lawhill, subject of the latest in the popular Anatomy of the Ship series (Conway Maritime £25) sailed serenely into Brest with a cargo of Australian wheat. It is said she was given a wide berth by the Germans, who suspected her of being a Q-ship, or secretly armed vessel. Her career lasted from 1892-1948, during which time she made 50 major voyages. This 1929 picture gives a good view of the rigging.

Her reputation as a survivor earned her the sobriquet 'The Lucky Lawhill'.

## 'The Lucky Lawhill'

## Nelson's Valentine was a calculated risk . . .

NEXT month sees the 200th anniversary of St Vincent, the first of Nelson's great victories.

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## Calling old shipmates

**Les Welch** would like to hear from old shipmates with a view to correspondence and reunions, particularly from HMS Speedy 1943-45 (Ben and Jake Goodchild, Tess Lent and Paddy Lynas?); HMS Virago 1946-7, CWRs Ceylon W/T 1947-50 (Blue Woolley, PO Tom Fisher, Danny Wyburn, Bogey Knight, Paddy Orr?) and HMS Barrosa 1951-2. Contact Les at 25, Lamel St, York YO1 3LL, tel 01904 412159.

**HMS Duke of York:** Dennis le Marquand wants to hear from ex-writers or stores junior rates who served in 1948 (No 73 mess?) with a view to a 50 Years On reunion in 1998. Contact number is 01705 615384.

**HMS Lancaster 1940-2:** Alf Humphries was on the original signal staff of this US destroyer when she sailed from Nova Scotia to Portsmouth in 1940. Are the rest of the signal staff around – Alan Poole, Billie Munns and J. Brearton? Contact Alf at 40, Langdale Drive, Freshbrook, Swindon, Wilts SN5 8NR.

**501 Squad RM, Deal 1947-8:** Mick Stacey and Eric Powell are hoping to organise a reunion this year, but are still seeking 16 members of the squad. If you haven't been in contact, call them on 01474 332615 (Mick) or 01924 382475 (Eric).

**ML140 1943-5:** Mr A. Hughes wants to hear from old shipmates, including Coxswain E. Hinley, from Hull, B. Taylor (wireless) and Lt Hault. Contact Mr Hughes at 154 Selwyn Ave, Highams Park, Chingford E4 9LS.

**"Charlie" Moth** was on HMS Cossack in Hong Kong in 1946-7 as a leading seaman in the torpedo department. Cyril "Jan" Allwood, a leading wireman on the same messdeck, would love to hear from him again. Cyril lives at 24, Start Bay Park, Strete, Dartmouth, Devon TQ6 0RY, tel 01803 770552.

**HMS Verran Bay Association** is still looking for Ted Seltan, Ian Duguid, Bill Hallett, Colin Harrison, Derek Merriman, Brian Stiff, Jack Fowler, Ashley Jones, Taff Llewellyn, Wilkinson (AB), Jacobson (Tel), Taff Grimshaw and Frank Sharp, all commissions 1945-59. Contact Vic Neal, 0121 783 8920.

**HMS Duchess** Association welcomes new members from all commissions – a second reunion is planned for this year. Details from G. Phiops, 3, Holt Weir Close, Oxford OX2 8NW, tel 01865 559935.

**HMS Cleopatra:** Any ROs who were members of 3L Mess on board HMS Cleopatra between June 1982 and June 1984 are requested to contact Chris "Gook" Sanders at 46, Lindistarne Rd, Dagenham, Essex RM8 2QX, tel 0181 590 5444.

**HMS Anson** Association has more than 100 members. To join, contact Ken Whiterod at 3, Deniston Ave, Bexley, Kent DA5 3HL.

**HMS Redoubt 1942-45:** Roy Baker is seeking news of Ernie Chapman or Harry Crawford, of London, also Harry Bell of Glasgow. Roy is at 14, Saumarez St, St Peter Port, Guernsey GY1 2PT, tel 01481 720058. Roy would also like to contact members of Class S7 at HMS Royal Arthur 1942.

**HMS Collingwood 1942:** Any comrades from W/T Class 178 are asked to ring Len Lloyd on 01384 214786.

**HMS Premier:** Patrick Griffiths has a photo taken by an RN phot in March 1945 on the flight deck, of "Air Staff Group", captain, four officers, 18 other ranks plus two RAF personnel. He would be happy to pass it on to anybody aboard at the time. Contact

Patrick at 46, Chilton Drive, Stoney Creek, Ontario L8J 1M2, tel 905 561 4761, fax 905 561 2011.

**HMS Sursay 1947-50:** "Lofty" Brawn would like to hear from anyone on the dancery's commission with the 2nd M/S Flotilla; telephone 01933 314674.

**Gunnery and Missile Senior Rates:** The West Country Gunnery and Missile Instructors Association meets at RNP HQ HMS Drake every second Thursday of the month, and is open to anyone who qualified as a Senior Rate in the Gunnery and Missile branches and wishes to maintain contact. There will be a social event at RNP HQ on January 18, 1930 to 0100, and all potential members are welcome. Contact Lt Mike Walker at HMS Raleigh, Torpoint, Cornwall PL11 2PD, tel 01752 811205.

**HMS St George:** Any shipmates from HMS St George who joined the Navy January 27, 1947 at Gosport are asked to contact Ted Collier at 8, Aston Lane, Remenham, Henley-on-Thames, Oxon RG9 3EL, tel 01491 574241.

**HM Submarine Tireless 1954-57, Rotherham:** Edd Hillman would like to hear from ex-crew members Tom Pirie, Jan Wyatt and Tom Cook. Information to 01460 68741.

**Paul Arthur Simpson:** Donald Bransby hopes to contact a wartime shipmate who served in the destroyer HMS Tetcott in the Med in 1943-44. Paul was last heard of living in the Manchester area in the early 60s, possibly working as a Shell Mex rigger. Contact Donald at 5, Brenthurst, 21 Varley Rd, Hayfields, Pietermaritzburg 3201, Sth Africa.

**HMS Burnham:** If you can't make the reunions or join in other activities, perhaps you would still like to make contact with 70 or so shipmates through the Association newsletters. Contact "Sam" Langford, 50, Drew Gardens, Greenford, Midx UB6 7QG, tel 0181 902 9001.

**HMS Childers:** Any ship's company personnel from HMS Childers 1945-Dec 1947 are invited to a reunion planned for this year. Please contact "Doc" Glover at Bubbenthall, Coventry CV8 3BD, tel 01203 305371.

**PO McTaggart and CPO Tweedie:** If anyone has information about these two, who taught Jim Fairlie seamanship, contact Jim at Netherby House, Huncote Rd, Croft, Leicester LE9 3GU, tel 01455 286480 – "Mac" McTaggart was Seamanship Instructor at HMS Ganges 1965-6 then HMS Eagle 1966-8. Also, former shipmates from the first commission of HMS Diomedes from build in 1970 to the Cod War 1972 and prior to West Indies mid-1973 – contact Jim if you are interested in a reunion or association.

**LCT 489:** Ex-Telegraphist Arthur Fairchild seeks contact with ex-S/Lt Pat Hobson, who lived in Nottingham and who was in the Far East 1945-46. Ring Arthur on 01635 43731.

**Malaya and Borneo veterans:** Any soldiers, sailors, airmen, civil servants, police and St John Ambulance personnel who served in Malaya and Borneo in the period from World War Two to 1970 are invited to join the Southern Area Branch of the National Malaya and Borneo Veterans Association, based in Southampton. Write to David Smith, Woodglade, Beaulieu Rd, Dibden Purlieu, Southampton, Hants SO45 4JF, providing name, address, telephone number, unit, date served and an SAE.

## Reunions

### February

**SCC-GNTC SW Area Reunion** will be held for all members of the above who served 1975-82 on Saturday February 1 at HMS Flying Fox, Bristol. More details from Gill Orchard on 01752 811694/811254 or Judi Flack on 01934 876484.

### March

**HMS St Austell Bay Association's** third reunion will be in Cheltenham on Saturday, March 1. Details from D.A. Hughes, 19, Kipling Rd, St Marks, Cheltenham, Glos GL51 7DJ, tel 01242 691259.

**HMS Duke of York Association** is holding a mini-weekend at Blackpool on March 7-9. Full AGM and annual reunion will be held in Portsmouth September 5-8. Contact secretary R. Draper at Rose Cottage, 103, Orchard Park, Elton, Chester CH2 4NQ, tel 01928 725175.

**HMS Euryalus F15** First Commission reunion will be held on board HMS Warrior in Portsmouth on March 8. Contact Duke Ellington on 01763 230654 as soon as possible.

**HMS Loch Quoich Association's** next reunion will be in York on March 14-15. More details from secretary R Morrison of 12, Carden Ave, Cardenden, File KY5 0EA, tel 01592 721707, and it will be open to all Loch-class shipmates.

**HMS Glenearn, Kure, Japan 1945:** The first reunion will be at the Burlington Hotel, Eastbourne from 1400 on Friday March 14 until 2300 Monday March 17. Price for the weekend will be £56. Details on 01228 514570.

**HMS Nuthatch** (Anthoni) second reunion will be held at the Charnwood Hotel, Skegness, from 1400 on Friday March 21 until 2300 Monday March 24. Price for the weekend will be £51. For details, ring 01228 514570.

**Undine and Urchin Association** is holding a reunion March 21-24 for all commissions at the Butlins Grand Hotel, Scarborough. For details, contact Stan De'Ath, 28, Main St, Sewstern, Grantham, Lincs NG33 5RF, tel 01476 860833.

**HMS Dorsetshire Association's** 55th anniversary reunion will take place at the Royal Fleet Club, Morice Sq, Devonport on March 28-30; members £16, guests £20, new members welcome. Details from secretary Bert Gollop at 3, Coltishall Close, Ernesettle, Plymouth PL5 2PA, tel 01752 360478.

**HMS Newcastle 1955-57:** Bob Newman, of 20, Tincton Gardens, Muscliffe, Bournemouth, Dorset BH9 3QT, is seeking Alan Hibberd, who was recently a member of the Newcastle Association. Would Alan please write to the above address of contact the association on 0191 416 7959.

**Frederick Burgwin:** Frederick died in 1990, and his daughter Loraine would like to know more about his service. He joined on August 17, 1943 at HMS Duke as a Stoker 2, and she believes he served on HM Ships Glendower, Duke, Nile and Pembroke, and spoke of good times in Italy and Malta before being invalided out in 1946. If anyone remembers him or has any photographs, please contact Loraine at 59, Mill Farm Road, Harborne, Birmingham B17 0QX.

**HMS Grey Goose 1956 and 814 Sqn HMS Eagle 1957:** The widow of L/Tel Ray Llewellyn has two requests. First, does anyone have any pictures or information on the SGB Grey Goose? Second, can anyone give any details on the death of her husband Ray, who was killed in Gannet XA416 on August 20, 1957 during Exercise Strike Back? Mrs B. Watson lives at 6, East View Fields, Plumpton Green, Lewes BN7 3EE.

**Edward Patrick Davies:** News is sought of Ted, from Islington, training officer at Kingshill Camp, Bells Lane, Hoo, nr Rochester, Kent 1942-1944, then posted to HMS Centurion, London. Nona White had no letters from him after she moved – then found out the new owners of the house had not forwarded the mail. Contact Nona at 57, Norwich Close, Lichfield, Staffs WS13 7SJ.

**HMS Yarmouth 1969-73:** Author Chats Harris requires anecdotes, humorous or otherwise, concerning HMS Yarmouth, Beira Patrol, HMS Mauritius, Vacoas. All material, including photos, will be returned if required. Contact Chats Harris, Aeron-y-Mor, Aeron Coast, North Road, Aberaeron, Ceredigion SA46 0JF.

**Frank Burton:** Does anyone know the whereabouts of Frank, of HMS Rane, who visited Sydney in October 1945 and later married a Scots woman. If so, please contact Dr Raymond Wilson at 30, Wisdom St, Connells Point, NSW 2221, Australia, tel (02) 954 66066.

**Walter Ernest Jeffs:** Does anyone remember Jack Jeffs, born 1907. Among the ships he served on were the SS Turcomou, Montreal-bound in October 1929, RMS Changuinola in early 1924 and the tanker Cadillac in July 1924. Friends included Jenner, Moss, Jarvis and Donald McKenzie. His daughter, Mrs Lilian Hartley, would like to hear from you – contact her at 10, Wellington Terrace, Haverhill, Suffolk CB9 8JZ.

**Empress of Canada:** Any survivors from this ship, sunk in the South Atlantic in March 1943, and who were picked up by the corvette HMS Petunia – Mr G. Wells, of 25, Beachfield Rd, Bembridge, Isle of Wight, PO35 5TN, has a photo of a group of Naval survivors grouped around the 4in gun, and would willingly supply them with a copy.

**Belmont Camp, Bedhampton:** Robert Hind has a photo taken at this Hampshire camp between July 29, 1944, and April 22, 1945. Of the five men, probably at a coal dump, one is LME Reg Poingdestre, now 78 and living in Bristol. If you can help Mr Hind identify the others, contact him at 417, Purbrook Way, Bedhampton, Havant, Hants PO9 3SF.

**Operation Musketeer:** Mr E. Griffiths, of 17, Sandhurst Close, Preston PR4 2JG, tel 01772 671870, has a Naval General Service Medal for an L.H. Charnock NA1, and would like to know, in strictest confidence, what

### April

**HMS Grenville Association 1943-46** along with HM Ships Urda, Undaunted, Urania, Ulysses of the 25th Destroyer Flotilla, is holding its 1997 reunion in Blackpool in April. All members know of dates and hotel – if you would like to join in, contact R. Durber at 4, Sir Winston Churchill Close, Binley Woods, nr Coventry CV3 2BT.

**HMS Vengeance** reunion will be in Nottingham on April 4-5. Contact Mr D. Lewis, 122, Mill Lane, Portslade, Sussex BN41 2FH, tel 01273 881330.

**LST Club's** annual reunion is on April 11-12 at the Forte Posthouse, Portsmouth. Details from Clay Maxwell, 45 New Rd, Water Orton, Birmingham B46 1QP, tel 0121 747 2418.

**LCG & F Association** is holding its annual reunion at the RSHC, Portsmouth, from April 14-16. Any Naval or Marines personnel who served on LCGs or LCFs from 1942-45 who would like to join the association should contact membership secretary Denis Fuller at Benmore, Trefriw, Gwynedd LL27 0UX.

**HMS Burnham (1940-44)** 17th reunion at Burnham-on-Sea will be held on April 18-20. Details from "Sam" Langford, 50, Drew Gardens, Greenford, Midx UB6 7QG, tel 0181 902 9001.

**HMS Black Prince (1943-46):** The Association's 11th annual reunion will be at the Somerset Hotel in Llandudno from April 18-20. A full programme is being prepared, including a proposed shipmates' march and a memorial service at the cenotaph. Further information from W. Edge, 8, The De Traffords, Higher Irlam, Manchester M44 6LP, tel 0161 775 9136.

**Aircraft Handlers Association** is celebrating its 10th anniversary with a reunion at the Norbreck Castle Hotel, Blackpool from April 24-27. Full details from secretary Ian Beard at 6, Meadow Crescent, Castle Donington, Derby DE7 2LX or call 01332 850471.

**HMS Hermes Association** will hold a 10th reunion in Portsmouth from April 25-27 at the Ibis Hotel. Further information from Peter Baphe on 0181 949 5648 or write to 16, Virginia Close, New Malden, Surrey KT3 3RB.

**HMS Vigilant (1943-45)** shipmates will be gathering at the Queen's Hotel, Southsea on the weekend of April 25-7. If you served during the first commission contact Jack Greenwood, The Chalet, Tyburn Lane, Pulloxhill, Beds MK45 5HG, tel 01525

ship or squadron he served on.

**HMS Meynell:** Norman Buck, of 11, Kingsway, Dovercourt, Essex, was on this Hunt-class destroyer off the coast of Iceland on Russian convoy duty when three men were swept overboard. One managed to grab a rail, but two were lost, including his good friend AB Dransfield, who came from the Driffield area of North Humberside. If anyone knows of his relatives, or if you were on that destroyer between 1941 and 1943, Norman would be pleased to hear from you.

**Royal Fleet Review, 1953:** Terry Heaps is searching for photos and negatives of the review at Portsmouth in 1953, particularly aerial shots, that he could borrow and copy from. These would be returned promptly by registered mail. Terry lives at 320, Cavan St, Port Hope, Ontario, Canada L1A 3C4.

**Stanley David Lake RM:** Stanley trained at Lympstone and served from D-Day period onwards – does anyone recall his group arresting a German rear admiral at the end of World War Two? Stan captured the admiral's flag, and his sister-in-law Joyce preserved it. Joyce would like confirmation of this event, or of her late brother-in-law's service – contact her at 7, Aldens Rd, Exeter, Devon EX2 8UN.

**HMS Glasgow 1943:** John Smith and Roy Andrews died in action on December 28, 1943. Any relatives are asked to contact John Gilbert at 89, Gravits Lane, Bognor Regis, West Sussex PO21 5LN.

**Pay Lt A.W. Kerr, HMS Exeter, 1942:** A woman in Holland would like to trace Lt Kerr or his family. She was held prisoner in a Japanese camp in Batavia, ADEK, where she found a bamboo napkin ring inscribed "Pay Lt A.W. Kerr Makassar (Celebes) March 10 1942." She would love to return it; contact her via Robin Rowe, 9, Smithay Meadows, Christow, Devon EX6 7LU, tel 01647 252113.

**NGSM Malaya:** John Currie, president of the Submarines Association of Australia, South Australia Branch, is researching the eligibility of Australian sailors for the Naval General Service Medal clasp "Malaya". He would like to hear from any ex-RN servicemen awarded the Malaya clasp to the NGSM for 28 days afloat in Malayan waters between 1955 and June 1960, or from any association or group with an interest in this topic. Write to John at 1, Loxton Court, Howe Valley, Sth Australia 5090, tel 08 263 9465 (home) or 08 348 7536 (work).

**Dunkirk – La Pannet:** Will the officer, possibly named Goodheart, in charge of Beach Party who, with one signalman, paddled out from the beach on the last night, to be picked up by "unknown" vessel, or anyone with details, please contact Vic Chanter on 01159 531660.

**Lt Col Sir Vivian Dunn:** Captain Derek Oakley is researching the biography of Colonel Dunn, the first ever military musician to be knighted. He is particularly keen to gather stories or anecdotes from RN officers and ratings, with date and occasion if possible. Contact Captain Oakley at 21, Park Road, Hayling Island, Hants PO11 0HT, tel 01705 464675.

**802 Sqn, HMS Ocean, Korea 1952:** Mr R.E. Thompson, of 1, Highbury Ave, Cantley, Doncaster DN4 6AW, would like to hear from former squadron members and wishes to know if anyone, ex-air maintenance crew, has a photo of Hawker Sea Fury no119, serial number WE724, piloted by Lt P.S. Davis. The photo is needed to help with the restoration of a Sea Fury at Duxford – the colour scheme and UN markings are also sought.

**HMS Africa:** Has anyone got photos of this pre-dreadnought battleship of the King Edward Class between late 1917 and the

712379. **HMS Gravelines D24 1949-54** reunion is to be held on April 26 at St George's Hotel, Liverpool. 1946 ratings are welcome. Details on 01384 372722 or 01633 221688, or write to H. Bayliss at 73, Larkhill Rd, Norton, Stourbridge, West Midlands DY8 3LN.

**HMS Sefton LS(I), Far East 1944-6:** 20 ex-crew held a 50th anniversary reunion in March of last year – more are needed for this year's reunion in Birmingham on April 26-27. Details from Alan Golden on 01746 712630.

**US submarine veterans** and enthusiasts are invited to the 34th International Submariner's Convention in Friedrichshafen, on Lake Constance, Germany, from April 30 to May 3. More details from John Maguire in the USA, on 406 449 6054 or Cdr Jurgen Weber in Starnberg, Germany, on 49 8151 2486.

### May

**HMS Kenya Association** is holding a mini-reunion in Blackpool on May 5-6. Details available from secretary W.J. Boardman, 35, Holmleigh Rd, Childwall, Liverpool L25 2SA, tel 0151 487 0093.

**HMS Oppurtune Association 1942-46** will be holding a reunion in Blackpool at the Stretton Hotel from May 5-8. All ex-crew members and friends are welcome. Contact Len Phillips for details at 8, Redgate, The Pippins, Northwich, Cheshire CW8 4TQ, tel 01606 79880.

**HMS Petunia 1941-46:** the ninth annual reunion dinner will take place at the Angel Hotel, Royal Leamington Spa on Friday May 9. Further details from Gordon Shaw, 821 Dorchester Rd, Upwey, Weymouth DT3 5LB, tel 01305 813372.

**HMS Forester:** the fifth reunion will be held at York House Hotel, Royal Parade, Eastbourne, East Sussex from May 12-15. Contact Trevor Lloyd at 6, Matford Hill, Chippenham, Wilts SN15 3NX for details, or ring him on 01249 654420.

**Z-Class Destroyer Association** (plus shipmates from the Copenhagen Commemoration May 1995) – the third reunion is being planned for the Royal Sailors Home Club in Portsmouth from May 12-15. For details and forms please send SAE to G.F. Baker, 2, Brantwood Rd, Wembdon, Bridgwater, Somerset TA6 7PS.

**HMS Gloucester (1939-41)** annual reunion is on May 16-18 at the Royal Fleet Club, Devonport. Details from Ernie Evans, 3, Lake View Rd, Sevenoaks, Kent TN13 3EH, tel 01732 456686.

war's end? Philip Elmes' great-uncle Charles Russell, who is 97, served in her on convoy escort duty in the South Atlantic. Charles would appreciate a picture of her from this time, and particularly any end-of-commission photo. Contact Philip at 39, Coltsfoot Green, Luton LU4 0XN, tel 01582 601516. Also – does anyone know of a Wobbly Eight society or association for sailors who served in ships of the King Edward Class?

**HMS Express:** Mr W. Collins is researching the life of his great uncle Frederick Henry Joseph Collins, killed on August 8, 1942, while serving in HMS Express in the Med. Before that, it is believed he served in "big ships", including HMS Eagle. Does anyone recall him, or did you serve in these ships? Info and photos would be gratefully received by Mr Collins at 7, Cromwell Ave, Southdown Park, Buckley, Flintshire CH7 2QT.

**MHS Euryalus:** Any reader who served on Dido-class cruiser HMS Euryalus during Russian convoy duties 1941-45 could help Harry Simpson with information he needs about dates, convoy numbers etc. Harry, who is National Co-ordinator of the Arctic Convoys Veterans Association of Australia, can be contacted at 60, Mapleton Rd, Nambour 4560, Queensland, Australia.

**Royal Navy in Singapore:** Mr J. Hetherington, of 34, Whitehouse St, Middlesbrough, Cleveland TS5 4BY, is heading out to Singapore, and would be willing to take out any more naval memorabilia, cap tallies etc for Navy Museum curator Wee Cheng Leong.

**Albert "Paddy" Harness:** Does anyone know the whereabouts of Albert, from Portadown, Northern Ireland, who served in HMS Lowestoft in 1972, and was in the Far East between March and October that year. He was discharged from the Navy in 1976, and may have been a Boy Seaman at Chatham. He was best man at a wedding nearly 25 years ago next month – and the couple would like to invite him to their silver wedding celebrations. Contact Miss Lorraine Winn, Dorron, 19, Orchard Close, Bleasby, Notts, NG14 7GF, telephone 01636 830815.

**AB Hayward and Stoker Mechanic Andrews** are asked to get in touch with a Jersey friend who is enquiring about them. They served in HMS Glasgow from 1948-50, and both are ex-Jersey residents. Mr Andrews returned to Jersey and worked for the GPO but returned to the mainland and may now be living in the Portsmouth area. Contact Allan Mercer, 89, Royal Avenue, Widnes, Cheshire WA8 8JH.

**HMS Jackal and HMS Kelvin:** Ship's company who served at the Battle of Crete on May 22-23 1941 are asked to contact Ken Otter at 21, Dene Hall Drive, Bishop Auckland, Co Durham DL14 6UF, tel 01388 607928. Mr Otter is researching a book about the cruiser HMS Gloucester.

**John Copper:** John recently discovered that his namesake, a Royal Marine, was lost when HMS Hood was sunk in 1941, and he would like to hear from John's relatives or anyone else who knew him. Contact John at 18, St Mary's Grove, Seasalter, Whitstable, Kent CT5 4AF, tel 01227 261782.

**John "Jack" McPherson RM:** J.W. McPherson is trying to fill in the gaps in his late father's service history. Jack served with the Royal Marines from 1936-48, and his son is particularly interested in the Prince of Wales action with the Japanese air force on December 10 1941, the formation of the "Plymouth Argyls", and his father's escape from Singapore to Trincomalee in Ceylon. He had been detailed to "C" Company Bren Gun Carriers with three other Royals,

**HMS Warspite Association** will hold a reunion from May 16-18 at the Hotel Prince Regent in Weymouth. Further information from R. Foster on 01753 653915. All ex-Woodpeckers and submarines welcome.

**HMS Faulknor Association** is holding its next reunion at the Royal Sailors Home Club, Portsmouth, from May 20-22. Further information from Carl Heuer, 89, Bowers Rd, Benfleet, Essex SS7 1BH, tel 01268 756141.

**HMS Cavalier Association** reunion will be held in Plymouth from May 23-26. For details, please contact Sid Anning at 14, Kipling Gardens, Crownhill, Plymouth PL5 3DD, tel 01752 768201.

**23rd and 26th Destroyer Flotillas Association** will be holding its next reunion on Saturday May 31 at 1800 in the Victory Club, HMS Nelson, Queen St, Portsmouth. SAE to Bill Swift, 37, New Rd, Lovedean, Waterlooville PO8 9RU for details.

### June

**HMS Tattoo and HMS Pique, 40th MSF, 1943-46:** A reunion is to be held at Portsmouth on June 3-4. Details from Arthur (Joe) Rue, 30, East Drive, Blunsdon Abbey, Swindon Wilts SN2 4DP, tel 01793 724490.

**HMS Hunter/807 Sqn/Aircraft Handling Party:** A reunion has been arranged for June 4. All ranks are invited. Further information from J. Preece, 1, Melrose Drive, Cannock, Staffs WS21 4LU, tel 01543 422759.

**HMS Verulam** reunion for all commissions will be held on June 7 at the Royal Sailors Home Club, Portsmouth. Details from C.G. Williams, 1, Brookland, Tiptree, Essex, tel 01621 816207.

**Russian Convoy Club** Yorkshire West Riding branch will be holding its third mini-reunion on June 11 – all branches are invited to attend. It will take place at the branch HQ at East Borough Working Men's Club, Battye St, Dewsbury, West Yorks, starting at noon. Contact PRO Cyril Gaunt, 5, Moorland Close, Gildersome, Leeds LS27 7DH.

**HMS Glamorgan** Falklands reunion – the 15-year reunion will be held at the Home Club in Portsmouth on Saturday, June 14. Further details are available from Jess James, 344 Northenden Rd, Sale, Cheshire M33 2PW, tel 0161 286 1815.

**HMS Chinkara/Cochin/Ooty** nostalgia gathering takes place June 15-19 at the St Ives Hotel, St Annas-on-Sea, nr Blackpool, Lancs. Details from Collin Baker at Malkin Cottage, Blackpool Old Rd, Lt. Eccleston, Preston PR3 0YQ, tel 01995 670495.

O'Shaughnessy, Parkinson and Summer. Any information to J.W. McPherson at 22, Angus Drive, Montrose, Angus DD10 9DZ.

**Communicator magazines:** HMS Tenby Association is seeking copies or photocopies of any Communicator magazines from 1960-70. Any help to Phil Rowe on 0161 747 7325.

**Cutlass scabbard:** Ex-CRS, wishing to make presentation to CCF unit, is looking for one cutlass scabbard and two cutlass frogs, any condition. Contact 0118 941 5027.

**HM Ships Centaur (1954-72), Victorious (1941-70), Vanguard (1944-60):** Author Neil McCart is compiling books about all three ships and would appreciate any memories and the loan of photographs/commission books from ex-members of the ships' companies. Write to 17, Wymans Lane, Swindon Village, Cheltenham, Glos GL51 9QA.

**George Henry Sercombe:** W.L. Hawes is keen to track down George, who served in the Royal Navy, and lived with his wife in Lodge Road, Hall Green, Birmingham. He would be about 80 now. Any information to Mr Hawes at 255 Spen Lane, West Park, Leeds LS16 5EJ.

**HM Submarine Seraph:** Is anyone alive who served aboard Seraph during the Second World War, specifically during two secret operations; Mincemeat (The Man Who Never Was) and the occasion when General Mark Clark was put ashore in North Africa. Contact George J. Savastano Jr, 3905 South 14th Street, Arlington, Virginia 22204, United States of America.

**HMS Penelope 1984-7:** Colin





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# Two pages for the Royal Naval Association



● Undaunted by the weather, veterans parade to welcome the arrival of HMS Frobisher's battle ensign to its new resting place at Rochdale, which adopted the cruiser during World War II.

Picture: The Rochdale Observer

## Frobisher flag comes home to Rochdale

IN DRIVING snow 150 members of Rochdale branch of the RNA and of HMS Frobisher Association joined RN personnel from HMS Caledonia on parade to welcome home the battle ensign of the wartime cruiser.

The Frobisher was adopted by the town when, during Warship Week in 1942, the people of Rochdale raised over £1 million in National Savings – a vast sum in those days.

However, the battle ensign she wore during her bombardment of the Normandy beaches was presented by Capt J. F. W. Mudford to St Margaret's Church in Rosyth Naval Base, where it was kept until the base closed just over a year ago.

Soon after the closure HMS Caledonia consulted the veterans and it was agreed that the most suitable location for the flag was Rochdale. Before the presentation, Caledonia's chaplain, the Rev Roger Cutler, officiated at a service in Rochdale parish church where standards were paraded.

Outside the Town Hall the salute was taken by the Commanding Officer of Caledonia, Cdr Quentin Banting, and the Mayor, Cllr Susan Emmott. Wreaths were laid at the town's cenotaph. The Mayor accepted the ensign from Cdr Banting. It will be displayed in the Town Hall foyer.

In the evening, members of the RNA hosted a reception at Broadfield Hotel.

### Branch News

## H-bomb reunion debut a success

THE FIRST reunion of ex-Naval personnel who played a part in the British H-bomb tests on Christmas Island in the late 1950s was so successful that they intend to repeat the event in May.

The get-together of the HMS Narvik Grapple Squadron was organised by Peterborough branch public relations officer, Shipmate Val Jenkins, and her husband, Rod, one of the Grapple veterans.

The squadron included sailors from Chatham, Portsmouth and Devonport.

Unaware of the dangers of radioactivity, they drank desalinated water and ate shellfish during their stay on the island. They attribute the cancer suffered by a number of ex-Narvik personnel and offspring to those activities.

### Cowbridge

The theft of £400 worth of equipment from Porthcawl Sea Cadet unit brought a swift response from the branch, which

raised £110 to help replace the stolen items. It's an ill wind that doesn't blow some good: the branch has now adopted the unit.

### Cheshunt

Shipmate of the Year awards went to Marion Joy and the deputy standard bearer, Sid Walker. They were presented at the branch's annual dinner, as was a framed life membership certificate to Shipmate Vernon Elphick, branch PRO.

Shipmate Nobby Clarke, a vice president of the Association, and his wife, Joyce, were guests of honour at the dinner attended by 159. Toasts were proposed by Shipmates Harold Chalkey (president), John Collins (vice chairman) and Jim Murphy. Replies came from the chairman, Shipmate John Roy, and the standard bearer of Herts branch, Melvyn Goodenough.

### Hereford

The branch raised £100 to help refurbish the town's Sea Cadet headquarters. It was presented to the Commanding Officer of the unit, Lt Jane Williams, by branch PRO and assistant secretary, Shipmate James Whent.

### Littlehampton

Climbing Church near Ford airfield was packed for the laying up of the old branch standard and the dedication of the new. A memorial plaque was presented to the branch honouring those killed in an air raid in 1940.

## 'Bomber was so close I could have painted its wing tip'

# 'TIDDLERS' ON MALTA CONVOY RUNS

*Tales of the Sea*



● Victor Coombes – Oerlikon gunner during Operation Harpoon.

FENDING OFF repeated air attacks with a faulty Oerlikon firing from a petrol laden motor launch on a Malta convoy run is something Shipmate Victor Coombes will remember vividly for the rest of his life.

Victor, a member of Glasgow branch, was in June 1942 a rating on board ML 121, one of six motor launches included in the escort for Operation Harpoon – an attempt to run a convoy from Gibraltar to beleaguered Malta through a gauntlet of enemy air and sea forces.

At the same time an eastbound convoy from Alexandria was sailed east in Operation Vigorous.

Preparations in Gibraltar resulted in ML 121 receiving an Oerlikon gun aft of the funnel. She was also fitted with minesweeping gear, and five, 500-gallon high octane fuel tanks on deck. To Victor, it all added up to a long and dangerous trip.

Soon, the crew's mission was revealed and on June 12 the convoy left the Rock. Keeping station on the convoy kept the little vessel's speed low and that, with her fuel-laden decks and a stern sea, made it difficult for her to hold course.

### Shock

"Morning broke and as I emerged on deck the scene came as a shock," said Victor. "Destroyers, cruisers, aircraft carriers, corvettes and minesweepers. An armada of 24 warships surrounding six merchant ships and six MLs!"

The next day the need for that heavy escort became clear. Enemy air reconnaissance had located the convoy and on June 14 Italian torpedo bombers attacked, sinking a freighter and damaging HMS Liverpool so badly that she had to be towed back to Gibraltar.

"The torpedo bombers had perfect vision to select their target and route of escape before descending to the attack," said Victor, who was



● ML 121 photographed in Malta. Built at Rosneath in 1940, she was later altered to mount a three-pounder on her f.c.sle.

manning the Oerlikon. "They came in, weaving about the convoy so low that the heavy guns could not fire for fear of hitting a ship."

"Soon one came from the starboard quarter, so low I could not use the sights. The Oerlikon gave a short burst and stopped. Misfire!"

### So close

With the aid of a sub lieutenant, the gun was cleared. Then: "Another bomber came down our starboard side and the same thing happened. It was so close I could have painted its wing tip with a long-handled paintbrush. I watched it drop the torpedo which hit the cruiser Liverpool as she crossed our bows some 200 yds ahead."

Night gave Victor the opportunity to strip the gun and cure the fault.

At dawn it was the turn of Italian cruisers and destroyers whose shells straddled the convoy, but without effect on the merchant ships. "The MLs gathered speed with white smoke pouring from the smoke canisters carried aft, to hide

the merchant vessels."

Eventually the enemy ships were driven off, but not without cost – the destroyer HMS Bedouin was sunk and another, HMS Partridge, damaged.

Now German air attacks began to take their toll, damaging two freighters and the only tanker so badly that they had later to be abandoned.

"I saw a merchant ship astern receive a hit, and with steam and black smoke rising from the superstructure she quickly settled below the waves. Suddenly a plane appeared across the bow of the merchant ship, so low I thought it would strike our mast."

"I opened up using the tracers to hit his port engine, and as it flew by astern, with the wing just missing our White Ensign, I kept firing at the helmeted head of the pilot struggling with the controls."

"As it crashed into the sea, the Subby said, 'Sorry, it was already hit – so we can't claim it.'"

Three more aircraft appeared on the starboard quarter, and Victor swung around and opened up on the middle one. "That's a Spitfire, you bloody fool!" yelled the Subby. "The other two were Ju 88s!"

### Mine explosions

The sight of Spitfires meant that Malta was not far, and the joy of seeing them dispelled Victor's embarrassment. But that was not the end of the agony for the convoy – or what was left of it. That night, as ML 121 drifted with stopped engines in a minefield off Malta, they heard three explosions – followed by the smell of oil.

The Polish destroyer Kujawiak was sinking, mined off Grand Harbour. Survivors were picked up by MLs 134 and 459.

"Their cries for help were prompted by the stinging jellyfish rather than the fear of drowning, as they all had lifebelts," recalls Victor.

## In Brief

WOKING is proud of its record for raising money each year for The Royal British Legion Poppy Fund. The combined efforts of 17 shipmates raised £8,500 last year, exceeding the previous year's figure.

A WREATH in memory of submariners lost in the Second World War was laid at St Paul's Anglican Cathedral, Malta, by members of Kettering branch. Twenty-two of them, with their wives, also took part in a Remembrance Day parade on the island and were guests of the George Cross Island Association at a reception.

IT WAS no small achievement for Wetherby to have its standard dedicated within ten months of commissioning. The service at St James's Church was followed by a parade led by Stockton Sea Cadet band, with 26 standards from No. 11 Area on display. Over 200 shipmates and guests attended a reception.

A PARTY of Naval veterans from Pembroke House were guests at the branch's annual dinner attended by 120 shipmates, wives and guests. A cheque was presented, on behalf of the branch, to Pembroke House's amenities fund.

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# How broke Southend built dream home

## Branch Spotlight

"HANG on to a dream – however wild" should be inscribed above the entrance of Southend-on-Sea branch club, one of the biggest and most successful in the country.

Today it provides superb facilities – an excellent galley, low-cost lunches during weekdays and three bars for a growing membership of about 700. It is hard to realise that it was inspired by the wild dream of a handful of shipmates...

The small committee, which in 1973 formed the nucleus of the branch, met in rented rooms. It had no capital, but that didn't stop members from dreaming of having their own premises.

Keeping an eye out for a suitable hall, they didn't hesitate when the Civil Air premises in East Street came on to the market. Nor did other organisations, which seemed to make the price prohibitive.

Undaunted, the small band of intrepid shipmates led by Norman Summerhayes, set about raising the necessary cash. They borrowed from tradespeople, breweries and subscribed their own money on a long term loan to secure the freehold.

### Rebuilding

Once bought, the hard task of refurbishment began. In a major DIY exercise, shipmates demolished and rebuilt walls and renewed floors, plumbing and wiring. Using their own tools and paint they often worked into the night to complete the renovations.

The work still continues: the cellar has been converted into Drake's Room and can accommodate up to 100 for social events and weddings. It also has a bar.

Now the club is booked up well into next year, and enjoys a high reputation locally and with other RNA branches.



● In the newly refurbished Drake's Room – once a cellar – some of the members of Southend branch toast their success.

Meanwhile, a much older group, CASTLEFORD & DISTRICT, has just celebrated its 70th year, having had its inaugural meeting at the Star and Garter Hotel in 1926. Among the founder members was Shipmate C. Holland, who joined the RN in 1908 and was awarded the DSM when his Q-ship HMS Prize sank a U-boat in 1917.

A further 12 DSMs were

awarded to members during the Second World War, the most notable being to Shipmate Leslie Wood, who was a leading stoker in HMS Cossack. He received the award for gallantry during the rescue of British prisoners on board the German tanker Altmark.

With 100 members and 50 friends, Castleford is as strong as ever and meets on the third

Sunday of each month. Members visit other RNAs about three times a year and hold a Trafalgar Night dance. They are twinned with the Marine Kameradschaft, Dortmund, and reciprocal visits have taken place since 1970.

To celebrate the 70th anniversary, plaques were presented to The Royal British Legion and the local council. Members received commemo-

rative lapel badges, an oak tree with an engraved, stone plinth was planted in the civic park and a social evening was held at the Civic Centre attended by 300 members, friends and visitors from other areas.



## Sir Julian guest of honour at Sherborne

ADMIRAL of the Fleet Sir Julian Oswald and Lady Oswald were guests of honour at the Trafalgar Night dinner hosted by Sherborne branch and presided over by the chairman, Shipmate Bob Dinsdale. Sir Julian proposed the toast to the Immortal Memory.

At Littlehampton, the dinner was attended by members from Brighton, Bognor Regis, Waterlooville and from the Ford branch (HMS Peregrine) of the Fleet Air Arm Association.

Shipmate Mike Ross gave a talk on the life of Nelson after which Capt. Philip Sherwin RN, who was accompanied by Mrs Sherwin, proposed the toast to the Immortal Memory.

### RFA friendship

The bonds of friendship between Barnsley branch and RFA Fort Victoria were strengthened by the presence at the branch's Trafalgar celebrations of Commodore Squire RFA and the RFA standard.

Other guests included a former Defence Minister, Lord Mason of Barnsley, accompanied by Lady Mason; the Mayor and Mayoress and other civic dignitaries. Barnsley Sea Cadets provided the piping party and guard of honour. Celebratory dinners were also

## PICTURE PUZZLE

WINNER of the Navy News Picture Puzzle competition in our November issue is Mr W. D. Newman of Portsmouth.

He correctly identified the cruiser HMS Arethusa (1934-50) wearing recognition stripes while on patrol duty during the Spanish Civil War. His reply was picked at random.

Mr Newman receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Name the ship, the purpose for which she was built, and the role she was given in

1955. As a clue, she is named elsewhere in this edition.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is February 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our March edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 23

Name.....

Address.....

My answer.....

held at Southampton. Bourne-mouth, Birmingham East and East Grinstead branches. Rear Admiral T. Cuddas and the Rev J. Pibworth, branch chaplain, were guests of honour at Southampton.

Birmingham East dinner was attended by members of Stourbridge branch, the Sea Cadet unit TS Dolphin, the Market

Gardeners and the Merchant Navy.

More than 100 shipmates of Woking branch as well as their wives and guests celebrated with a supper dance. The chairman, Shipmate G. Kitcatt, proposed the toast to the Immortal Memory. A highlight of the evening was a sketch presented by Shipmate Rod Fraser and gunnery shipmates.

## Trafalgar Day reports

# London 'duty' for First War veteran (97)

TRAFALGAR DAY for 97-year-old Shipmate Bill Argent of East Grinstead branch was particularly memorable.

With a handful of other veterans of the First World War he was on parade at the Imperial War Museum for the launch of the book *The True Glory* by Max Arthur which charts the history of the Royal Navy through personal experience from 1914 to 1939.

Bill, who was awarded the DSM for gallantry as a teenage member of the RN Air Service, was accompanied by his wife and a fellow shipmate from East Grinstead, John Jenner.

As an observer gunner in 1917-18, Bill undertook anti-submarine patrols and remembers seeing the crew of a torpedoed Allied tanker swim through a sea covered with burning oil.

On another occasion his aircraft ditched in the Channel and broke up. Having failed to summon help by radio, Bill released two carrier pigeons, one of which got through with a message attached to its leg. The rescuers arrived just as the aircrew were giving up hope.

Elsewhere among the branches, Redruth & Camborne held a gala supper attended by shipmates from Falmouth, St Austell, Truro, St Ives and RN air station Culdrose. Pasties were enhanced by a cake provided by Shipmates John and Valerie Angrove and Donna Medyn.

Brecon president, Vice Admiral Sir Iwan Raikes, attended his branch's event at which the Mayor and Mayoress and Capt and Mrs Mark Kerr RN were guests of honour. The chairman, Shipmate Peter James presided, and the toast to the Immortal Memory was proposed by Capt Kerr.

Members of York branch held a service and parade which was followed the next day by a dinner at which the toast to the Immortal



● Shipmate Bill Argent and (right) as a 17-year-old Naval flier in the Great War.



Memory was proposed by branch president, Cdr David Boag RN, who was accompanied by his wife.

At the service, conducted by the branch chaplain, the Rev David Porter, the branch standard was laid up and the new dedicated.

At Aldeburgh, Commodore and Mrs Brian Perowne were guests of honour at a Trafalgar luncheon presided over by the branch president, Capt. Roger Wykes-Sneyd.

Crieff & District marked its tenth anniversary at its Trafalgar dinner presided over by the chairman, Shipmate M. McKean. The traditional toasts were proposed by Shipmates R. F. Shaw, Lt Cdr K. J. Steel, T. Handy and G. S. McBain. The toast to the Immortal Memory was proposed by Commodore Duncan Ellin, and the vote of thanks by Shipmate Col. D. Martin RMR.

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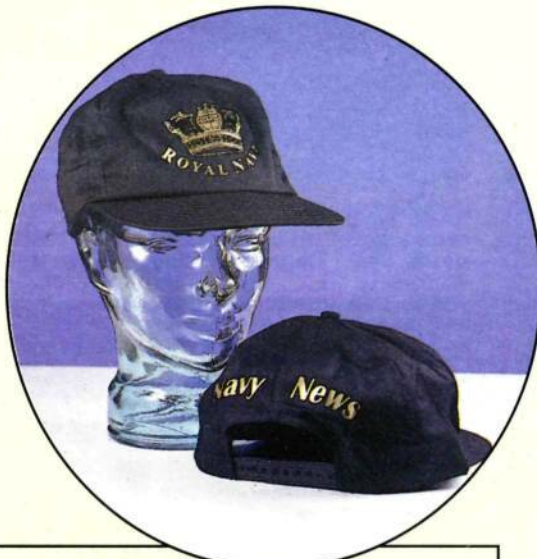


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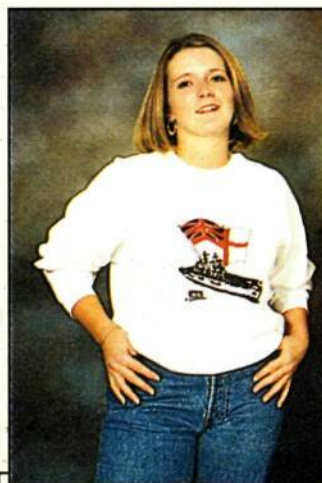


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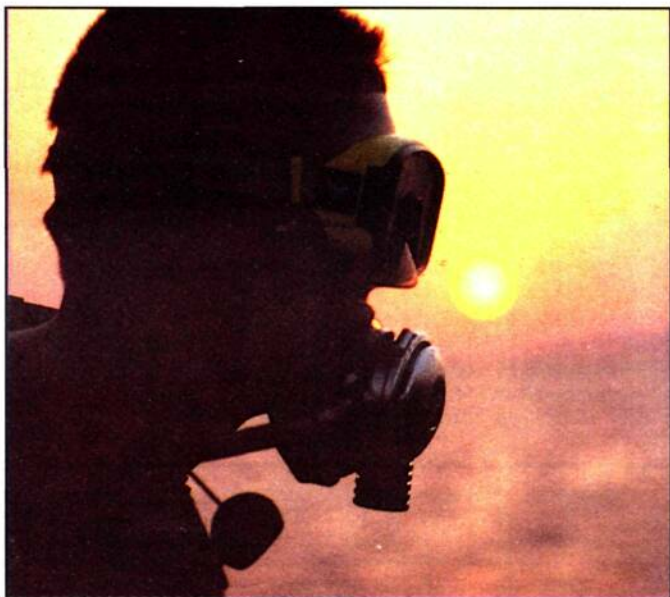
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#### STOP PRESS

1997 Navy News Calendars still available see page 14 for details.



# OFFICER CADETS TAKE TO NAVY LIFE LIKE FISH TO WATER



● 2Lt Adrian Oura RM prepares for a night dive off the Sinai Peninsular. During a two week expedition based on Hurghada, Egypt a party from Britannia Royal Naval College, Dartmouth managed over 25 dives each and averaged over 16 hours under water.

## Dynamic mix for a lucky 13

From Exercise Dynamic Mix in the Med to scuba diving in the Gulf, 13 Officer Cadets experienced life with the Fleet to the full, writes Officer Cadet Michael Robb.

We completed our Initial Sea Training on board HMS Sheffield, enjoying eight weeks of a full, varied and exciting deployment. After joining in Palma de Mallorca it was

straight into action with Dynamic Mix, for most a first experience of operational warfare practice made all the more interesting because of its international nature.

There was the opportunity to carry out astro-navigation, take part in replenishments at sea, act as Swimmer of the Watch and take part in machinery breakdown drills, happily provided for by the ship's company. Other tasks ranged from shadowing the Commanding Officer to Dining Hall Party.

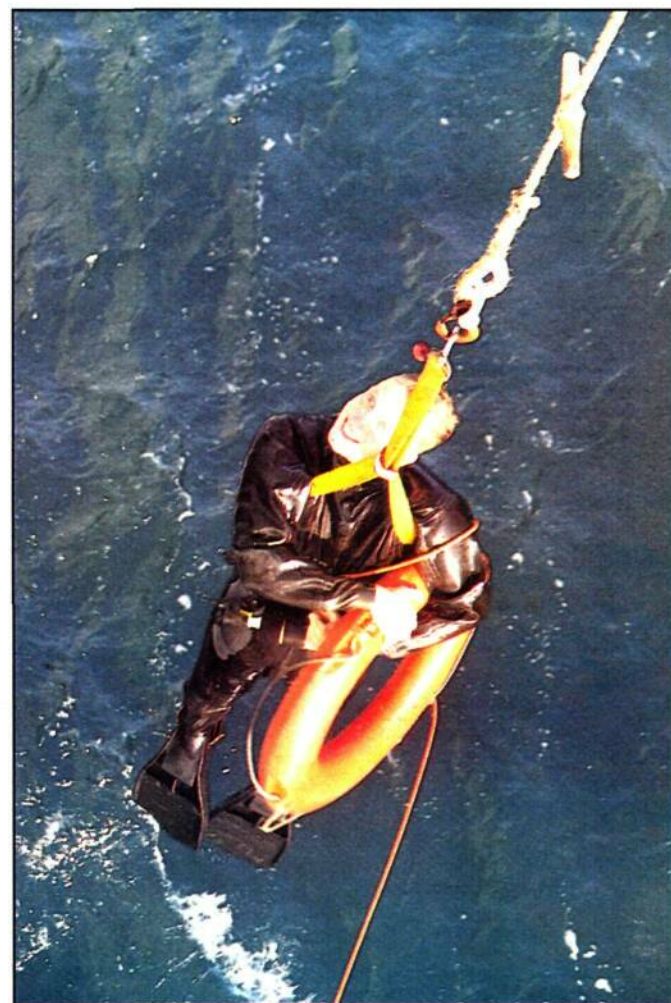
There were also trips to Cairo to see the Pyramids.

Formed in 1992 to replace the Dartmouth Training Squadron, Initial Sea Training forms an integral part of the New Officer Training Structure.

After their initial term of basic training at Dartmouth, the OCs spend eight weeks in front line frigates and destroyers.

While on board, they spend a period in each of the ship's major sections, irrespective of future specialisations.

At the end of IST the OCs are required to sit an Oral Board covering all that they have learnt, which constitutes 60 per cent of their final assessment.



● Initial Sea Training: Officer Cadet James O'Donnell carries out a full inspection of HMS Sheffield.

## Ninja diver scares off a 'nobby'

THE RED SEA lived up to its reputation as one of the world's primary dive sites when 12 staff and students from Britannia Royal Naval College took part in Exercise Thistlegorm, writes Officer Cadet Simon Weaver.

The two week expedition to the coral reefs around Hurghada, Egypt aimed to further interest and diving experience amongst Young Officers under the British Sub Aqua Club training scheme.

Experience among the party varied – but for most it was their first time diving in tropical waters and the first six days were devoted to bringing all up to BSAC sports diver standard, qualifying for 30 metre dives.

A huge array of sea life was on offer, possibly attracted by Capt King and Sgt Smith's choice of beach shirt, each employing past camouflage and concealment training to disguise themselves as Parrot fish...

Attractions included huge Napoleon wrasse, crocodile fish, lionfish, devil scorpionfish and giant Moray eels, the highlight being an encounter with a pair of sea turtles.

Safety demanded a day's rest, during which some braved a six-hour high speed death ride at the hands of a psychotic bus driver to be rewarded with the amazing sights of the Valley of the Kings

and the Temple of Karnak.

Others took to the back streets of Hurghada to go 'rabbiting' while the staff, exhausted by the scale of their responsibilities, went to sleep by the pool at the hotel.

Phase 2 started with a diving safari around the Sinai Peninsular, with three days' diving on the wreck of the 9,500 tonne cargo ship SS Thistlegorm, bombed by the Luftwaffe while carrying supplies for the 8th Army.

The ship is designated a war grave so may not be entered, but even from the outside the well preserved display of railway locomotives, weapons, motorcycles and trucks was fascinating.

What everyone really wanted to see were 'Nobbies' (sharks). When a leopard Shark was first spotted for real, the rush was strangely to get into, not out of the water. This one offered no threat to divers – and when it came face to face with Lt Tony Watt who was dressed as a Ninja, waving a machete and fixing the beast with the traditional MCD steely eyed glare of death, Nobby swam off to bask elsewhere...

## Getting to the bottom of it

**MARINE** Engineer Officer of HMS Brave Lt Cdr Richard Tarran hosted five members of the Algerines Association for an inspection of the Type 22 frigate in No 7 Dock at Devonport.

The former HMS Brave was one of the 110 highly successful Algerine fleet minesweepers built during World War II and the Algerine Association has a strong affiliation with her successor.

Anyone with an interest in the Algerines may contact Robin Allum on 01256 893596.

□ Left to right with Lt Cdr Tarran are Fred Steer, John Warren, Mike Phillips, Stan Thorn and Len Walley.



Personal

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**SINGLE FEMALE** 25, seeks male penfriend with Good Sense Of Humour **BOX J2**

**SHAPELY SUSSEX**, solo, slimming, swimming, skiing, scrambling, non-smoking, joking Jan **BOX J3**

**SMART, LOVING**, GSOH, 58yr old, 5ft 6ins lady, WLTN gentleman, **BOX J4**

**RICHARD** 26 sailor, seeks attractive girl 24+ GSOH for friendship poss relationship **BOX J5**

**ROMANCE LOVING** penfriend, black, 6ft, dancing, swimming, reading **BOX J6**

**FEMALE** 34 divorced GSOH enjoys family, music, animals, writing letters **BOX J7**

**HEATHER** 25 student-teacher, enjoy travelling, skiing, aromatherapy, drama and writing letters **BOX J8**

**FEMALE** 23 wants sailor/servicemen penpals, sincere **BOX J9**

**KERRY** 21 M.C.F.C supporter, seeks male for a good laugh **BOX J10**

**NEW YEARS** girl (33) seeks tall new years boy to write **BOX J11**

**ALLY**, 34, 5', blue eyes, blonde hair, divorced mother, would like to write to genuine and caring sailor/marine, photo appreciated **BOX J12**

**TWO BUXOM** blondes need TLC. You aged 35-45 **BOX J13**

**TWENTY TWO** Matelots new to Plymouth 16-32 yrs, lady friends required **BOX J14**

**SINCERE SINGLE** lady seeks genuine penfriend. (Officer or Ex-services) **BOX J15**

**WIDOW** 70 5'7", many interests, seeks genuine male for friendship **BOX J16**

**WANT A female penpal?** I'm 20, single and enjoy sailing **BOX J17**

**GILL**, 29, 5'3" bubbly blonde, occasional bouts of normality, GSOH **BOX J18**

**FEMALE** 30 seeks male 27 to 36 for friendship/relationship **BOX J19**

**TALL SINGLE** male 37, seeks lady for friendship/relationship **BOX J20**

**VIVACIOUS** 35YR old lady, full of fun would like someone to write to to fill the long winter nights **BOX J21**

**BUBBLY BLONDE** caring, sincere, 40, attractive, seeks caring penpal GSOH **BOX D1**

**BUBBLY BLONDE** caring, sincere, 40, attractive, seeks caring penpal GSOH **BOX D1**

**HONEST GENTLEMAN** wishes to contact similar lady 35-45 for friendship **BOX D2**

**HI! I'M** Sue, 35, seeks Marine for friendship/relationship 29-36 **BOX D3**

**DIVORCED LADY** 46, 5'6" GSOH, seeks friendship/relationship, photo please **BOX D4**

**ATTRACTIVE BRUNETTE** 26, seeks penfriend. All letters answered **BOX D5**

**NO POST?** Independent female, 30's, loves life, men, conversation...write! **BOX D6**

**SINGLE PARENT** 35, studying for OU Degree, seeks male penfriends **BOX D7**

**BUXOM WENCH** (24yrs) seeks her neptune! **BOX D8**

**MALE** 40, single, seeks genuine friendship/relationship with naval female **BOX D9**

**WEST SUSSEX** female 20 years old seeking male penfriends **BOX D10**

**LIGIA**, 28 Would like to meet fun, tall friendly cadet **BOX D11**

**FEMALE** 31 with GSOH wants to write to 30+ fella **BOX D12**

**PRETTY WOMAN**, 38, lively, intelligent, seeks sailor for lasting friendship **BOX D13**

**ATTRACTIVE, YOUNG** 46, female GSOH seeks genuine male friendship/relationship **BOX D14**

**ENGLISH MALE**, white, 33, seeks sincere Wren for correspondence/friendship **BOX D15**

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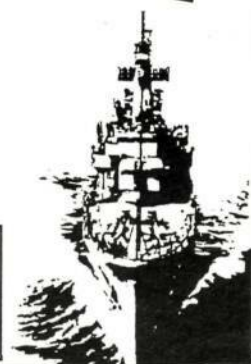
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**LOST TOUCH** with friends or colleagues from your service days? We are dedicated to helping you get back in touch. Forces Connect Association, 57 Norwich Close, Lichfield, Staffs. WS13 7SJ (SAE).

**REGIMENTAL TIES**, blazer Badges, Cuff-Links, Buttons, Medals, Cap Badges, Militaria. £1.50 for list. Cairncross (Dep. NN), 31, Belle Vue St., Filey, N. Yorks YO14 9HU.





## Education and Courses



# Looking for a second home?

### ADVERTISING FEATURE

CHOOSING a prep school for your child could be one of the most important decisions of your life.

You have sifted through league tables, ISIS booklets, specialist books and magazine articles. You are inundated with information, probably confused - and certainly aware of more individual headmasters' careers than you care to remember.

What criteria should you be

looking for that this mass of information cannot provide?

Obviously the school is going to be a second home to your child for a large part of the year. It is essential that you visit the school to meet as many staff and pupils as possible.

Make sure you see the dormitories and pastoral staff and ensure that there is adequate provision for children to ring home and keep up parental

contact. It is particularly important to establish that parents are welcome "at any time" and may attend as many events as possible.

You must satisfy yourself that there is a caring, family atmosphere with ample supervision, especially at weekends as boarders are often in a minority nowadays.

#### Small classes

Once you feel your child will be happy in the school environment you will need to find out what is on offer on the academic, cultural and spiritual fronts.

Small classes are a feature of most independent schools with

pupil/staff ratios often as low as 10:1. This enables staff to give a child considerable individual attention.

A rounded, well-balanced education is being sought by many parents, incorporating music and the arts as well as both individual and team sports. Examples of children's work and results of team games will give you an idea of the standard being achieved.

The range of extra-curricular activities on offer is a good pointer to all round care and concern. At Smallwood manor, in the heart of the Midlands great emphasis is laid on the need for every child to succeed in some particular field.

Oakwood School, Chichester is likewise aware of the drawbacks of "all work and no play". Here sports include archery, horseriding, judo and shooting as well as the usual competitive games - the girls netball teams have enjoyed 19 wins on the trot and the boys have enjoyed their most successful soccer season for years.

Manwood's menu includes a Combined Cadet Force, debating, exchanges with France, Germany and Slovakia, excursions to theatres, art galleries, lectures and conferences of all types, an annual ski trip and field trips aplenty to extend subject knowledge and skills.

Moffats was a pioneer in the trend for out-of-school activities.

ties.

Back in the 1930s founder heads John and David Engleheart were disciples of Thorold Coade, headmaster of Bryanston. They shared his belief that every child is good at something and that 'failure' should not be in any child's vocabulary.

Music, particularly choral, flourishes here along with art, drama and dance in the superb setting of Kinlet Hall.

Coade's motto was "The best of old and new" - to which Moffats' addition "The days that make us happy make us wise" would enjoy the ready acceptance of all the schools featured on these pages.

### THE ROYAL SCHOOL, HAMPSTEAD

Principal: Mrs C.A. Sibson B.A. (Oxon)

#### INDEPENDENT BOARDING AND DAY SCHOOL FOR GIRLS 7 - 18 YEARS

#### A HOME FROM HOME FOR YOUR DAUGHTER

Here in Hampstead, your daughter can receive an excellent education whilst studying in a caring, happy and secure environment. We provide:

- A broad based curriculum, well qualified staff and small classes
- Flourishing activities including Sport, Drama, Dance, and Music.
- Modern accommodation with good facilities.
- Frequent educational and cultural visits.
- Escort service for young girls to travel termini.
- Very competitive fees closely related to Boarding School Allowance

Please contact:

The Admissions Secretary, The Royal School,  
Hampstead, 65 Rosslyn Hill, London NW3 5UD.  
Tel: 0171-794 7707

A Registered charity founded for the education of the daughters of servicemen

### Wykeham House School

East Street, Fareham

G.S.A. INDEPENDENT DAY SCHOOL FOR GIRLS  
(Aged 2 3/4 - 16)

Entry: to infants by interview. To junior School by assessment and examination. To Senior School by Common Entrance

For vacancies contact:

The Bursar (01329) 282356  
A registered education charitable trust



### BEMBRIDGE SCHOOL

Bembridge, Isle of Wight PO35 5PH  
Boarding, Weekly Boarding & Day School  
Boys & Girls 9-16

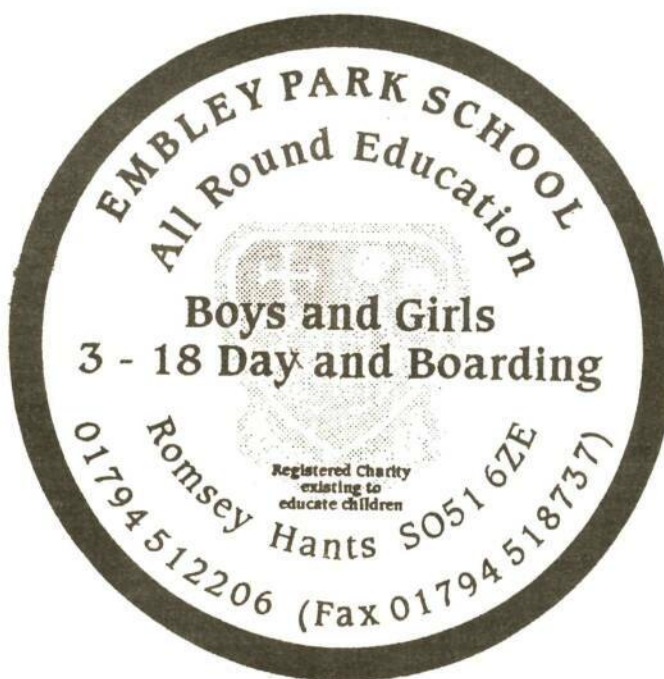
- ★ Small classes and emphasis on individual attention
- ★ Excellent teaching facilities with wide range of subjects offered
- ★ Well established Dyslexia department
- ★ Sailing, golf course, Duke of Edinburgh Award Scheme
- ★ Beautiful coastal setting with 100 acres of grounds
- ★ Supervised transport to and from the Island

For Further Information:

Tel: 01983 872101 Fax 872576

Web Site <http://members.aol.com/bemsch>

A Registered Charity which exists to provide Education for children.



### THE DUKE OF YORK'S ROYAL MILITARY SCHOOL

- ♦ Exclusively for the sons and daughters of members and retired members of the RN/RM, RAF and British Army
- ♦ 480 pupils 11+ to 18 all boarders, 110 Sixth Formers
- ♦ Caring family atmosphere
- ♦ Pupil: Teacher ratio 10: 1. Average class size 16
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- ♦ Low fees of £250 per term whether serving or retired
- ♦ Ask about the value added dimension to our academic work.

Further enquiries to:

HEADMASTER

DUKE OF YORK'S SCHOOL, DOVER. CT15 5EQ.  
PHONE: 01304 245029

### The School for the Service

#### Preferential consideration for RAF families

The Duke of Kent School is an IAPS co-educational Boarding and Day School for 150 children, aged 4-13. Children from Service Families are especially welcome and fee reductions are available for young boarders from the Services.

It is renowned for its happy, caring atmosphere and sensible family style of discipline. Classes are small and facilities excellent for all areas of the curriculum.

For full details please contact The Headmaster.



### DUKE OF KENT SCHOOL

Ewhurst, Surrey GU6 7NS

Tel: (01483) 277313 Fax: (01483) 273862

### GREAT BALLARD SCHOOL

Co-educational IAPS School (2-13)  
Day and Boarding (full and weekly)

#### TOP FOR ALL ROUND EDUCATION



- Full range of evening clubs and weekend outings
- Wonderful setting - small classes
- Many new facilities
- High academic standards
- Forces discount given
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For further details please contact:

Maureen Williams

Great Ballard School

between Chichester and Arundel

TEL: (01243) 814236 FAX: (814586)



### BOARDING AND DAY SCHOOL FOR BOYS AND GIRLS (3-18)

- An excellent standard of education provided by a fully qualified staff
- A well disciplined, friendly, caring environment with small classes
- Over thirty extra-curricular activities
- Boarders enjoy family atmosphere with comfortable accommodation
- One residential member of staff for every ten boarders
- Bursaries available for service children
- Member of ISAI and accredited by ISJC
- Sixth form specialising in GNVQ Business Courses and small 'A' level groups

### TRINITY SCHOOL

Buckeridge Road, Teignmouth, Devon

Tel. (01626) 774138

Trinity School is a charitable institution for the education of children





# Education and Courses



## RN takes action

The Royal Navy's commitment to education support and partnership with schools is reflected in a varied programme of quality curriculum resource material. Carefully researched and developed in consultation with practising teachers, the Royal Nav's Action Pack Programme encompasses a range of subject areas and topics, with a focus on the 14-16 year curriculum. Latest of these is HMS Ark Royal: Action Engineering - a package containing interactive CD-ROM, video, teacher's guide, student activities, technical drawings and wallchart. One copy per school free on request - Tel 01202 668402 for details.



● Time for a break - Smallwood Manor's Cubs and Brownies Open Day held in the school's 50 acre grounds. Extra curricular activities are in many ways the pointer to excellence in today's school environment.

## SMALLWOOD MANOR

DENSTONE COLLEGE PREPARATORY SCHOOL, UTTOXETER

Boarding and day \* Boys & Girls (3-13)  
(Including Nursery Class)  
A Woodard School

- \* Beautiful Grounds
- \* Family Atmosphere
- \* Small classes
- \* Strong Sporting Tradition
- \* Modern Information Technology
- \* Above average results at key stages 1&2
- \* Heated indoor pool
- \* Excellent Art & Music

Scholarships and Government Assisted Places available  
Nursery Voucher Scheme in operation

Further details from the Headmaster:

TEL: 01889 - 562083

Smallwood Manor is a Charity providing quality education for children.

**MOYLES COURT SCHOOL**  
Ringwood \* Hampshire

*A small friendly and caring school successful in the personal development of children of all abilities.*

A co-educational ISA School for children aged 3-16 with boarding facilities from the age of 8. The fine 17th century house is situated on the edge of the New Forest. Modern teaching blocks offer excellent facilities for small classes with individual tuition. 30 extra curricular activities and the major sports are coached to a high standard.

**GENEROUS DISCOUNTS FOR SERVICES**

Escorted travel to London Railway Stations, Heathrow and Gatwick Airports.  
Further information and prospectus available from the Headmaster:  
Telephone: (01425) 472856 or 473197 Fax: (01425) 474715

Registered Charity No. 307347 - a registered charity founded solely to educate children

**ST DUNSTAN'S ABBEY SCHOOL PLYMOUTH**

DAY AND BOARDING SCHOOL FOR GIRLS 2½ - 18

- \* High Academic Standard
- \* Dyslexia Unit
- \* Drama A Speciality
- \* Single Bedrooms

Telephone for a prospectus: 01752 201350  
A Charity providing quality education for children. Registered Charity number 306736

**BOUNDARY OAK SCHOOL**  
Roche Court, Wickham Road,  
FAREHAM. PO17 5BL

Co-educational Nursery & Preparatory School (Day & Boarding)

Nursery school: rising 3-5 years  
Preparatory Department: 5-13 years  
GIRLS' BOARDING FACILITY NOW AVAILABLE

Family atmosphere \* Large Sports Grounds \* Strong Forces Link

For full details of Scholarships and a Prospectus  
Please Telephone: Fareham (01329) 280955. Reg Charity 307346

**WHICH SCHOOL?**

ISIS, the Independent Schools' Information Service provides up-to-date authoritative advice for parents. Send 2 x first class stamps for FREE handbook of junior and senior boarding/day schools in the South and West.

ISIS, Skippers, Shipton Lane,  
Burton Bradstock, Dorset,  
DT6 4NQ. Tel: 01308 898045

**Wilton House School**

Battle, Hastings, East Sussex. TN33 9BS TEL/FAX: 01424 830234

Co-educational Boarding & Day School

Head Office and Senior School: Catsfield Place, Battle  
GCSE and 'A' Levels 11 to 18 years  
Junior School: Broomham, Guestling, Hastings. 5 to 13 years

Small classes. Remedial and individual tuition arranged when required

- Computer workshop ● Swimming Pools ● Tennis Courts ● Games fields
- Horse Riding ● Escort Service to and from Airports

Established since 1954 Apply: The School Secretary

**Oakwood School**  
CHICHESTER

Boys & Girls 2½ - 11. (Boarding from 6/7)

- \* Beautiful, secure setting
- \* Warm family atmosphere
- \* Excellent academic record
- \* Impressive facilities
- \* Wide range of sports and activities

THE PERFECT ENVIRONMENT FOR YOUNG BOARDERS

FOR DETAILS, PLEASE TELEPHONE: (01243) 575209

**CHILTON CANTELO SCHOOL**

YEOVIL, SOMERSET Tel: (01935) 850555

Independent Co-ed Day/Boarding School  
Preparatory: 8-11. Senior: 11-18

... where pupils achieve"

Termly fees (+BSA): Prep: £289 Senior: £402

**HELENSBURGH PARK LODGE SCHOOL**

C O-ED DAY 2½ - 12 years

- ❖ Traditional academic education
- ❖ Individual tuition within small classes
- ❖ Happy caring environment
- ❖ Many sporting and recreational activities
- ❖ Additional care offered from 8am until 5.30pm

PARK LODGE SCHOOL  
17 Charlotte street - Helensburgh - Dunbartonshire  
TEL: 01436 673008

**QUEEN VICTORIA SCHOOL**

Set in 45 acres of beautiful Perthshire countryside

- ♦ Stable and uninterrupted co-educational boarding for 11 - 18 year olds;
- ♦ Quality education including school clothing at low cost - termly fees £150;
- ♦ Overall pupil teacher ratio 8.5 to 1; total School Roll 270;
- ♦ Eligibility includes children of Service personnel, serving or have served in Scotland;
- ♦ Warm, friendly, lively atmosphere where pastoral care takes high priority;
- ♦ School hospital and resident Sister;
- ♦ Full range of curriculum following the Scottish Education system;
- ♦ Extensive programme of sport, music and extra-curricular activities;
- ♦ Easily accessible by road, rail or air.

Visits to the School are welcome at any time.  
For prospectus and further information or an appointment,

THE HEADMASTER  
QUEEN VICTORIA SCHOOL  
DUNBLANE, PERTSHIRE.  
FK15 0JY

Tel: 0131 310 2901  
Or: 01786 822288  
Fax: 0131 310 2926

**NEWLANDS**

Girls and Boys \* 2½ - 18 years \* Day or Boarding

NEWLANDS welcomes sons and daughters of NAVY, Army and Air Force personnel into our boarding community. A high percentage of forces boarders is maintained. Fees in line with the BSA.

- \* A complete education from nursery years to university entrance on one campus
- \* Small classes by qualified and dedicated staff
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- \* Lively artistic, musical and cultural curriculum, includes Ballet, Modern Dance, Drama, Orchestras, Choirs
- \* Specialist help for DYSLEXIA and other learning difficulties
- \* Strong sporting tradition includes Swimming, Cricket, Tennis, Rounders, Volleyball, Athletics, Soccer, Rugby, Hockey
- \* Supportive family atmosphere throughout
- \* Travel and escort arrangements include coaches to Romsey, Aldershot, Southampton/Eastleigh Airports. Escorts: Stanstead Gatwick and Heathrow Airports and London (Victoria Station)

Please telephone Cathy Fenn for a brochure  
Tel: (01323) 892334  
Newlands School, Eastbourne Road, Seaford,  
East Sussex, BN25 4NP. Fax: (01323) 898420

Newlands School exists to provide quality education for boys and girls. Registered Charity No. 297506.

**BOARDING OPPORTUNITIES in Historic Winchester**

- ❖ High quality staff and accommodation
- ❖ Places available in thriving, high achieving schools
- ❖ Full 11-16 provision, particular opportunities in Music and Sport
- ❖ Access to Winchester, fine city of history and culture
- ❖ No charge for tuition
- ❖ The very best of the maintained sector - £4,900 p.a

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Winchester SO22 5HP  
TEL: (01962) 865509  
FAX: (01962) 855241

11-16 co-educational comprehensive  
VIDEO AVAILABLE ON REQUEST  
**GIRLS BOARDING ONLY**

**KING'S SCHOOL**

Romsey Road  
(Dept. SW9)  
Winchester  
SO22 5PN  
TEL: (01962) 861161  
FAX: (01962) 849224

11-16 co-educational comprehensive  
**BOYS BOARDING ONLY**

DETAILS AVAILABLE FROM THE SCHOOLS





## Education and Courses



# Win a complete set of Children's Britannica makes learning easier and more fun.

### SIR ROGER MANWOOD'S SCHOOL

Sandwich, Kent. CT13 9JX

Tel: 01304 613286 Fax: 01304 615336



Grant Maintained Mixed Grammar School 11 - 18 (670 pupils) (6th form 170 Pupils)  
70 Girl and Boy Boarders and 600 Day Pupils. Boarding fees Currently  
£4,734 per annum - No Tuition Fees - 1996 'A' Level and GCSE pass  
rates 95% - Strong extra curricular tradition.

APPLICATION FOR BOARDING PLACES PARTICULARLY WELCOME  
FOR ENTRY AT AGE 11 - 16

Close to Sandwich Station for trains to London, and Dover for Cross-Channel Ferry Services  
Sir Roger Manwood's School is a charity which exists to provide education for children.

For full Details and Prospectus and for Visiting Arrangements Please Write or Telephone the Headmaster.

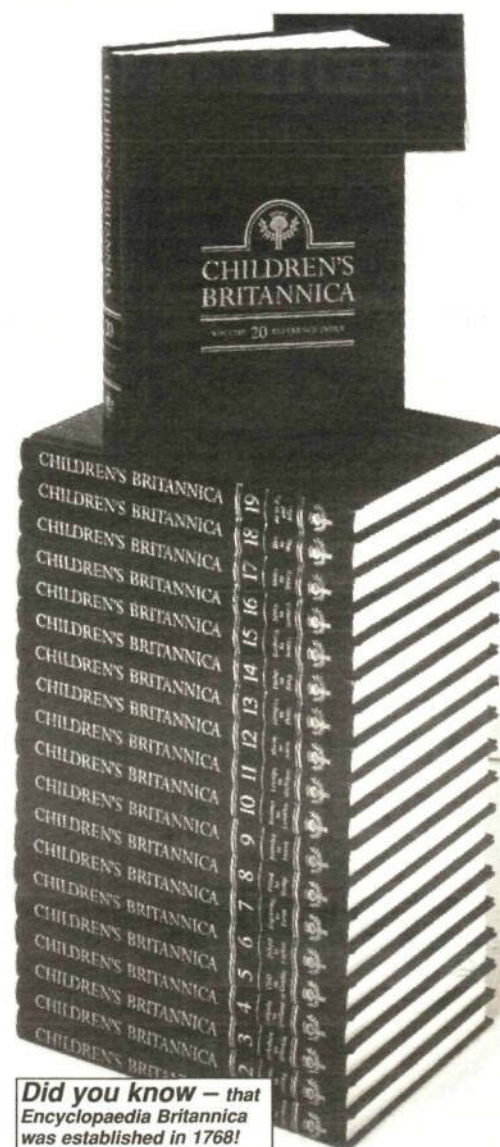
### Win this beautiful, hardbound 20-volume set for your school.

Containing over 6,770 pages and over 6,000 illustrations. It includes a 96-page Atlas of the World and a reference index that lists 30,000 subjects. Each book measures approximately 10x7 1/2 in. (254x190mm).

#### How to enter.

Study the four simple questions listed on the coupon below. All the answers can be found by reading through the advertisements within this three page (32, 33 & 34) education feature.

All entries must be in by 31st March 1997. The winner together with their school will be announced in the July edition of Navy News.



Did you know - that Encyclopaedia Britannica was established in 1768!

#### QUESTIONS

1. Which school within these pages is the most northerly and where is it situated?
2. How many schools use the word MUSIC within their advertisements?
3. How many schools show their Badges/Crests within their advertisements?
4. How old is Encyclopaedia Britannica this year?

Simply write your answers to the above questions on a separate piece of paper along with your name and age as well as the name, address and telephone number of the school you are attending.

Answers MUST be submitted along with this question slip in an envelope to arrive at the offices of Navy News not later than 31 March 1997. (Do not include anything else in your envelope)

Entries with all 4 correct answers will be entered in a prize draw conducted at Navy News offices in May 1997. The winner will be announced in the July 1997 issue. (Entries cannot be returned)

More than one entry can be submitted, but photocopies of the question slip cannot be accepted. You must submit your entry with an original slip. Should you require more copies please telephone (01705) 725064 or 826040

Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

## WEST BUCKLAND HAS MUCH TO OFFER YOUR CHILD

A welcoming atmosphere -  
happy children achieve their best.

High academic standards - 85% of  
sixth-form leavers enter university.

Positive values -  
personal responsibility fosters  
a disciplined attitude.

A full life - opportunities in  
sport, music, drama and activities  
develop individual talent.

Scholarships - at ages 7, 11, 13  
and 16 to reward excellence.

Attention to detail -  
through our experience  
service children make the most  
of their rich life.

## WEST BUCKLAND SCHOOL

Barnstaple, Devon EX32 0SX  
Tel. 01598 760281 Fax. 01598 760546

Registered charity no. 306710: high quality education  
for boys and girls aged 3 - 18



### Thornlow School WEYMOUTH

Co-Educational Day &  
Boarding School (4-16 yrs)

- Small caring community
- Family atmosphere, professional staff
- Excellent GCSE results
- Accommodation refurbished in 1995
- After school and weekend activities
- 25m indoor swimming pool
- ACF unit and Duke of Edinburgh Award Scheme
- Range of sporting activities including Sailing and Canoeing
- Escorts to and from Airports and main Railway Stations
- Fees closely aligned to BSA

Please contact the School Secretary  
for prospectus or an appointment to visit  
101, Buxton Road, Weymouth, Dorset, DT4 9PR  
TEL: 01305 782977 FAX: 01305 778403

## GIVE YOUR CHILD FIRST CLASS EDUCATION

Lomond School has always been at the forefront of innovation and  
forward thinking in the field of private education.

The school which has both day pupils and boarding facilities is located  
within half an hour of Glasgow and its network of international links,  
examination results are excellent, the average class size is 15 pupils and  
there is a wide range of extra curriculum opportunity, with sport,  
outdoor education, music and drama being notable strengths.

Lomond has a long association with Service's personal and a generous  
bursary is available for Service families who wish to take advantage of  
our first rate boarding school.

For full details, please contact the Headmaster.

### LOMOND SCHOOL Helensburgh

10 Stafford Street, Helensburgh, Dunbartonshire  
Telephone (01436) 672476 Fax: (01436) 678320  
The school exists for the education of children

## MOFFATS SCHOOL

for BOYS & GIRLS 4 to 13 +

A happy family school in beautiful countryside on the  
SHROPSHIRE/WORCESTERSHIRE border  
proud of our long association with Service families

- Over 90% of our pupils are full boarders
- Small classes; high-roun achievement without stress
- Expert help and support for Dyslexia and other special needs
- Classwork balanced by many activities incl. music, art & drama
- All games and riding taught in our 100-acre grounds
- Our own escorts to and from major stations and all UK airports
- Hospitality and fun for children in at half-term and exeats
- SCHOLARSHIPS & BURSARIES: PLEASE ASK FOR DETAILS

Kinlet Hall, nr BEWDLEY  
Worcs. DY12 3AY

Tel: (01299) 841230



### WARMINSTER SCHOOL WILTSHIRE, ENGLAND

Does your son or daughter need . . . smaller classes? . . . individual attention?

At Warminster School we offer :-

- A FULL range from 4 to 18 years
- A Traditional English Education
- Existing Strong Links with Ex-patriate and Service Families
- Excellent Facilities Including . . . Networked Computers, Astrourf Pitches, Extensive Site, Squash Courts, Sports Hall, Library with Multimedia Reference
- Smaller Classes . . . average size 15 in years 10 & 11
- Special Support Facilities (e.g. for mild dyslexia)
- Good Academic Results (over 80% A-C passes at GCSE)
- Scholarships to recognise special talents at 11+, 13+ and 16+
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# BATTLEAXE'S LAST FAREWELL TO LONDON

WEARING her paying off pennant, HMS Battleaxe sails from the Pool of London for the last time under the White Ensign.

Since before the Napoleonic Wars it has been the custom that HM ships fly the pennant when sailing from their home port for the last time to pay off.

After her five-day visit to London in December, Battleaxe returned to Devonport to prepare for her sale to Brazil.

Picture: CPO(PHOT) Paul Cowpe



## Lion King title for Ledbury

SHIPS of the First Mine Countermeasures Squadron had a rare opportunity to compete and work together during a squadron exercise in December.

During a sports day in HMS Temeraire HMS Ledbury took the title of Lion King after fighting off competition from HM ships Berkeley, Chiddingfold and Dulverton. (The squadron badge is the lion rampant).

They then sailed to the Plymouth exercise areas where they were joined by HMS Middleton for a variety of exercises, including one involving the 650-ton Dulverton towing RFA Sir Tristram (6,000 tons).

Off Portsmouth, the ships rendezvoused with HMS Brocklesby on post-refit trials, after which the squadron left for a visit to Hamburg.

Seventh member of the pride, HMS Quorn, was not present as she is undergoing refit in Rosyth.

## Gallipoli letter sells for £3,450

A LETTER from a Naval medical officer giving a rare, first-hand account of the horrors of the Gallipoli landings in 1915 has been bought at Sotheby's by an overseas collector for £3,450 – more than twice the expected price.

Staff Surgeon Murray Levick described the carnage as 20,000 Anzac troops were met by a hail of Turkish fire when they went ashore at Gaba Tepe. Levick watched from the upper deck of the cruiser HMS Bacchante as she gave supporting fire just 300 yds offshore.

Levick left the Navy as a Surgeon Commander. He died in 1956 aged 80.

## Sir Hugo stands down in Gib

ADMIRAL Sir Hugo White is stepping down as Governor of Gibraltar earlier than expected for family reasons. He will be succeeded in April by the first civilian to hold the post, Sir Richard Luce.

At the same time the post of Commander British Forces Gibraltar will be downgraded with Maj-Gen Simon Pack RM being succeeded by Commodore Sym Taylor.

## School joins Coastguard

THE ROYAL Hospital School at Holbrook has become the first school in England to be classified as an official HM Coastguard Auxiliary Unit.

It will be manned by staff and pupils and was opened by Earl Howe, Under Secretary for Defence.

## Going Outside

Ex-officer feels he has a gem of an idea with 'Topaz'

# Keith engineers a condom advance



● Keith Jones.

FORMER ROYAL Navy engineer officer Keith Jones has made a technological advance in a commercial field which, he says, has remained static for the past half-century – the design of condoms.

Keith (42) is the managing director of a Monaco-based company, Motech SAM, and this month his new, easier to use condoms, are due to achieve a wider distribution after being on sale in independent pharmacies since October.

"During the early 1990s I became interested in the condom market, which despite links to

the prevention of AIDS and other sexually transmitted diseases, had not realised its full potential," he told *Navy News*.

Over the next six years his project encompassed extensive research. He worked closely with the British product design agency Lyons Ames, with industrial engineers, graphic technicians and health experts in France, Britain, Germany and Japan.

Just over two years ago Motech SAM was formed as a consortium of investors including a French venture capital bank and the Monaco Development Agency.

The result was Topaz – a condom which comes complete with a special applicator which, says Motech, does away with the days of

"frantic ripping of foil only to discover you can't tell which way the condom should go on."

"Topaz will ensure no time is wasted in putting the condom on because of its unique, expandable applicator ring made of soft, pliable plastic which holds the condom so it can easily be rolled down."

Topaz plastic packs are made in France, while the condoms themselves are made by Fuji Latex of Japan. The product carries the BSI Kitemark, the MDD in Europe and the new GMP of the US Food and Drug Administration.

Topaz retails at £3.49 for two in a carry-case or at £4.99 for six in a refill pack.

## Chief host at Grand

EX-SENIOR RATING Keith Vause and his wife Elizabeth serve one of their customers, Syd Hall, at the Grand Junction pub which he manages at Preston for Scottish & Newcastle Breweries.

Keith left the RN as a Charge Chief after 25 years service. The Navy helped him to attend a course at Plymouth College of Further Education for a diploma in hotel and catering management.

Before taking on the Grand Junction he attended the Brewery's National Training Centre in Newcastle.



## Resettlement round-up

### Commercial awareness courses run at Lincoln

AS A RESULT of continual feedback from employers which indicates that Service people are lacking in commercial awareness, Lincolnshire Training and Enterprise Council has piloted its first course aimed at redressing the situation.

Twenty-four Service people took part in the Commercial Awareness Workshop at Prince William of Gloucester Barracks, Grantham to learn about trends in industry and changing work patterns. They were introduced to the concept of "best practice", learned about employment legislation and the "framework for decision-making."

Another workshop is planned for February 6. Bids should be made on MOD F363 to Major J. O. M. Hackett WFR, HQ 49 East Brigade, Chetwynd Barracks, Chilwell, Nottingham NG9 5HA, tel Chilwell Mil. ext. 2665 or 0115 957 2665.

### Widening IT skills into engineering

MANY PEOPLE have an end-user's knowledge of information technology gained through day-to-day use of office equipment, but how many consider using their knowledge as a base to move into computer engineering as a career?

A wide range of IT courses is available at The Royal British Legion Training College at Tidworth which now successfully deals with several hundred students each year.

Among the college's success stories is ex-POWERM Phil Morris, who now works as a customer service engineer for the BBC. "The college instructor and the course were excellent," he said. "It gave me confidence in the workings of a PC, a deeper knowledge of widely used software, and an in-depth understanding of packages."

Contact Irene McCall on 01980 843674 (fax 842262).

### Training company has pass rate of 99%

A COMPUTER services company founded by two former Royal Navy CPOs has achieved a pass rate of 99.65 per cent in the 300-plus training courses it has conducted since it was formed in 1995.

Chief executive Jeff Hards of Italic Computer Services at Ilchester told *Navy News* that almost a third of the company's student population were Service personnel.

Mark Robinson, MP for Somerset and Frome, conducted the first presentation of training awards to successful students. Among them was Lt Cdr Bob Chapman, who was then education officer at RN air station Yeovilton. Others included LS Dennis Holland, LS Mark Humphreys, Wren Jacqui Millar and CPO Paul Symington.

Contact: Tel. 01935 840965. E-mail – 101736.635@compuserve.com.

### Govt backed course

A STEADY increase is reported in the number of Service personnel taking part in a scheme which helps managers to gain a nationally recognised qualification.

The Crediting Competence management development programme is pioneered by the Management Charter Initiative (MCI), backed by government. Contact Crediting Competence on 0171 872 9000.

### New Zealand recruiting

SINCE *Navy News* spotlighted the recruitment of British officers and ratings into the Royal New Zealand Navy in our November edition, there has been a spate of enquiries to the NZ Defence Staff.

"We've had 50 inquiries since the article," said RNZN recruiter Martyn Johnson-Cole. Calls or letters are still welcome by Mr Johnson-Cole, NZ Defence Staff, New Zealand House, Haymarket, London SW1Y 4QT, tel. 0171 930 8400 ext 245.

## From cook to video producer

A SPELL of unemployment for Martin Brown, who left the Navy as a leading cook, turned out to be a blessing in disguise.

Martin, who at first worked briefly in catering on oil rigs, used his jobless time in a voluntary capacity for Portsea Action Group, composed of residents of Portsea, Portsmouth. They were campaigning to secure the regeneration of their area without privatisation.

As part of the campaign, Martin wrote, produced, directed and edited a video presenting the views of local people. That inspired him to return to education, and he eventually gained a BA honours degree in photography, film and video.

### Cod Wars appeal

Since leaving college he has been working as a freelance lighting technician in the "event" industry, and as a freelance cameraman, producer and editor in the TV and video industry.

"I have still managed to travel," he said. "I've worked in many exciting and dangerous places such as the rain forests of Goa, the glaciers of Iceland and war-torn Sarajevo."

Now he is working on an idea for a documentary about the Cod Wars and, through *Navy News*, is appealing to readers, serving or retired, who took part.

Contact: Martin Brown, Candu Productions, 79 Cheyneys Avenue, Canons Park, Edgware HA8 6SD, tel. 0181 952 0386.



## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at January.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic date) is the number of men who were advanced during December.

**CCMEAML** - 132 (4.10.95), Nil; **CCMEAL** - Dry, 1; **CCMEALMS** - Dry, 1; **CCMEALSM** - Dry, 1; **CCWEAADC** - Dry, 7; **CCWEAWDO** - Int (29.11.96); 4; **CCWEAADCMS** - Dry, Nil; **CCWEAWDOSM** - Dry, Nil; **CCAEAR** - 302 (1.9.93), Nil; **CCAEAWL** - 389 (1.9.92), Nil.

**PO(EW)(O)** - 236 (16.2.93), Nil; **LS(EW)** - Int (11.10.94), Nil; **PO(M)** - 110 (15.3.94), Nil; **LS(M)** - Int (15.11.94), Nil; **PO(R)** - 344 (15.9.92), 5; **LS(R)** - Int (15.11.94), 4; **PO(S)** - 134 (16.11.93), 1; **LS(S)** - 263 (16.2.93), Nil; **PO(D)** - 490 (27.9.91), 1; **LS(D)** - 536 (15.3.91), Nil; **PO(MW)(O)** - Int (16.1.95), Nil; **LS(MW)** - Int (13.9.94), Nil; **PO(SR)** - 450 (16.2.91), 1; **LS(SR)** - 195 (15.6.93), 1; **PO(SEA)** - 473 (14.1.92), 1.

**POCY** - 468 (24.9.91), 1; **LRO(T)** - 358 (9.6.92), 5; **POBS** - 451 (11.2.92), 2; **LRO(G)** - 256 (11.2.93), Nil; **POCO** - Int (11.10.94), Nil; **LRO** - 378 (3.12.91), 7; **POPT** - 413 (8.10.91), Nil; **RPO** - 501 (2.7.91), Nil; **POME(L)(GS)** - Dry, 1; **LMEM(L)(GS)** - Int (20.3.96), 6; **POMEM(M)(GS)** - 521 (28.5.91), 11; **LMEM(M)(GS)** - 330 (3.6.92), 10; **POWEM(O)(GS)** - 205 (6.7.93), Nil; **LMEM(O)(GS)** - Int (11.6.94), 8; **POWEM(R)(GS)** - 237 (2.3.93), Nil; **LMEM(R)(GS)** - 176 (29.6.93), 8; **POCA** - 328 (22.10.92), 4; **LCH(GS)** - 399 (5.2.92), 7; **POSTD(GS)** - 600 (24.10.90), Nil; **LSTD(GS)** - 152 (21.10.93), 2; **POSA(GS)** - 471 (29.8.91), 2; **LSA(GS)** - 177 (5.8.93), 5; **POWTR(GS)** - 299 (14.12.92), Nil; **LWTR(GS)** - 199 (18.3.93), 9; **POMA** - 77 (10.5.94), 5; **LMA** - Int (9.5.95), Nil.

**PO(S)(SM)(O)** - 478 (19.12.91), Nil; **LS(S)(SM)** - 614 (9.10.90), Nil; **PO(TS)(SM)** - 426 (25.3.92), Nil; **LS(TS)(SM)** - 332 (27.7.92), Nil; **PORS(SM)** - 514 (12.3.91), Nil; **LRO(SM)** - 345 (9.6.92), Nil; **POMEM(L)(SM)** - Int (5.12.94), Nil; **LMEM(L)(SM)** - Int (28.9.94), Nil; **POMEM(M)(SM)** - 122 (10.2.94), Nil; **LMEM(M)(SM)** - 94 (18.3.94), 1; **POWEM(R)(SM)** - 323 (3.11.92), Nil; **LMEM(R)(SM)** - 663 (25.6.90), Nil; **POSA(SM)** - 244 (1.2.93), Nil; **LSA(SM)** - 238 (18.2.93), Nil; **POWTR(SM)** - 296 (9.12.92), Nil; **LWTR(SM)** - 332 (12.11.92), 1; **POCA(SM)** - Dry, Nil; **LCH(SM)** - 683 (29.7.90), Nil; **POSTD(SM)** - 545 (2.12.90), Nil; **LSTD(SM)** - 1245 (16.6.87), Nil.

**POA(AH)** - 1116 (31.7.87), 1; **LA(AH)** - 792 (16.1.89), 3; **POA(METOC)** - Int (25.6.96), Nil; **LA(METOC)** - Int (10.10.94), Nil; **POA(PHOT)** - 768 (3.10.89), Nil; **POA(SE)** - 837 (16.6.89), Nil; **LA(SE)** - 383 (28.2.92), Nil; **POACMN** - 491 (11.7.91), 1; **POAEM(M)** - 331 (2.7.92), 1; **LAEM(M)** - 401 (28.2.92), 2; **POAEM(R)** - Int (5.4.95), Nil; **LAEM(R)** - 473 (23.7.91), 1; **POAEM(L)** - Int (28.3.96), Nil; **LAEM(L)** - 301 (25.6.92), 4; **POAC** - Int (23.7.96), 1.

**POW(R)** - 357 (14.11.91), Nil; **LW(R)** - Dry, Nil; **POW(RS)** - 628 (25.9.90), Nil; **LWRO** - 686 (5.6.90), Nil; **POWPT** - 566 (6.7.91), Nil; **RPOW** - 397 (10.3.92), Nil; **POWCA** - Int (15.6.95), Nil; **LWCH** - 197 (10.7.93), Nil; **POWSTD** - 687 (16.7.90), Nil; **LWSTD** - 385 (20.2.92), Nil; **POWSA** - 101 (8.3.94), Nil; **LWSA** - 94 (30.3.94), Nil; **POWTR** - 253 (26.3.93), Nil; **LWTR** - 176 (18.10.93), Nil; **POWTR(G)** - Int (15.2.96), Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Int (2.10.96), Nil; **POW(PHOT)** 261 (25.2.92).

**Nil:POWAE(M)** - Dry, Nil; **LWAE(M)** - Dry, Nil; **POWAE(R)** - Dry, Nil; **LWAE(R)** - 513 (14.12.90), Nil; **POWAE(WL)** - 787 (9.3.89), Nil; **LWAE(WL)** - 299 (23.7.92), Nil; **POWETS** - 839 (10.12.89), Nil; **LWETS** - 284 (22.9.92), Nil.

**LWTEL** - 410 (4.6.91), 1; **POWWA** - 256 (10.3.91), Nil; **LWWA** - 405 (30.10.91), Nil; **POWDHYG** - Int (7.11.94), Nil; **POWDSA** - Int (8.8.96), Nil; **LWDSA** - Int (31.5.96), 1; **POEN(G)** - Dry, Nil; **LEN(G)** - Dry, Nil; **PONN** - 143 (9.11.93), 3; **POMA(Q)** - 78 (10.5.94), Nil; **LMA(Q)** - 75 (10.5.94), 11.

**PO(AWW)** - Dry, Nil; **LOM(AWW)** - Int (12.3.96), Nil; **PO(AWT)** - Dry, Nil; **LOM(AWT)** - Int (16.7.96), 11; **PO(UW)** - Dry, Nil; **LOM(UW)** - Int (16.7.96), Nil; **PO(EW)** - Dry, Nil; **LOM(EW)** - Int (14.11.95), Nil; **PO(MW)** -

Dry, Nil; **LOM(MW)** - Int (16.1.96), Nil; **PO(C)** - Dry, Nil; **LOM(C)** - Int (15.10.96), Nil; **PO(SSM)** - 279 (18.2.93), Nil; **LOM(SSM)** - Int (29.1.96), Nil; **PO(TSM)** - 213 (8.6.93), Nil; **LOM(TSM)** - Int (29.6.95), Nil; **PO(CSM)** - 559 (12.3.91), Nil; **LOM(CSM)** - Int (6.6.96), Nil; **PO(WSM)** - 367 (7.1.92), Nil; **LOM(WSM)** - 580 (13.12.90), Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

**POWQA** - 509 (3.12.92), Nil; **POWTEL** - 530 (28.4.93), Nil.

It should be noted that the number of B13's issued in the female categories are those advanced from the female Shore Roster.

## Appointments

**Rear Admiral A. W. J. West** to be promoted Vice Admiral and to be Chief of Defence Intelligence in succession to Lt Gen Sir John Foley. October 1997.

**Rear Admiral J. A. Trewby** to continue as Director General Naval Bases and Supply, and to be Chief Naval Engineering Officer in succession to Vice Admiral J. H. Dunt. March 21.

**Rev. S. J. Golding** to be promoted Chaplain of the Fleet in

succession to the Ven. M. W. Bucks. April.

**Col R. H. G. Fulton RM** to command 3 Commando Brigade in the rank of Brigadier.

**Cdr D. A. Halliday** to be CO HMS Edinburgh. March 26.

**Lt Cdr M. Harriman** to be CO HMS Sutherland in the acting rank of Commander. March 16.

**Lt Cdr R. D. Labone**, Hecla in command. Dec. 3, 1996.

## Promotions to Chief

**ACTING CHARGE CHIEF ARTIFICER**  
AUTHORITY was issued by Commodore Naval Drafting in December 1996 for the following ratings to be advanced to Acting Charge Chief Artificer:

To **ACCMEA**: P.D.J. Fort (Northumberland).  
To **ACCMEA(SM)**: S. Evans (Victorious Stbd), P.E. Reith (Victorious Stbd).  
To **ACCWEA**: S.T. Haldon (Collingwood), D.A. Nutter (Collingwood), M.E. Carns (SCU Leydene), P.A. Jones (Collingwood), S.A. Connelly (CFM Portsmouth), T.S. Hicks (Collingwood), M.R. Jones (Drake CFM), M.A. Rollings (FOSF), K.M. Last (Collingwood), A.C. Parker (Collingwood), A.J. Randles (CFM Portsmouth).

**CHIEF PETTY OFFICER**  
AUTHORITY was issued by Commodore Naval Drafting in December 1996 for the following ratings to be promoted to Chief Petty Officer:

**OPERATIONS (SEAMAN GROUP)**  
To **CPO(M)**: L. Alder (Liverpool), J.W. Currie (Southampton), M.J. Tigwell (Nottingham), D.I. White (Heron), P.C. Hughes (Dryad).  
To **CPO(S)**: S.M. Allen (Norfolk).

**(COMMUNICATIONS) REGULATING AND PT**  
To **CPOCY**: S. Baines (Collingwood), D.J. Standen (Brave).

To **CPOWRS(U)**: D. Collins (Nwood CIS), J.M. Wilde (Con DCN).

To **CPOWPT**: E.M.S. Lindsay (Excellent).

**SUPPLY AND SECRETARIAT**  
To **CPOSA**: W.H. Johnson (Southampton).

**MARINE ENGINEERING MECHANIC**  
To **CPOMEM(M)**: D.L. McHale (Raleigh), M.A. Whitehead (CFM Portsmouth), S. Redding (Drake CFM), M. Pattison (SNONI).

**WEAPON ENGINEERING MECHANIC**  
To **CPOMEM(R)**: T.R. Hutchins (Collingwood).

**FLEET AIR ARM**

To **CPAOEM(M)**: P.M. De Marco (702 Sqn Osprey), K.J.C. Floyd (RNAS Yeovilton), A.C.C. Lander (DGA(N) ASE).

To **CPAOEM(L)**: A.G. Thayer (800 Sqn), K. Taylor (RNAS Yeovilton).

To **CPAOEM(R)**: K. Elson (820 Sqn).

To **CPAOA(H)**: K. Arnold (820 Sqn), I. Hutchinson (846 Sqn).

To **CPAOA(PHOT)**: I. Arthur (Seahawk).

**SUBMARINE SERVICE**

To **CPOSA(SM)**: A. S. Smythe (Victorious Port).

To **CPOMEM(L)(SM)**: J.D. Gibson (Sovereign).

**CHIEF PETTY OFFICER ARTIFICER**

Commodore Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer which were made by Commanding Officers:

To **CPOMEA**: C.T. McKenchie (Superb), A.G. Nelson (Trenchant), I.A. Seaton (Drake CFM), C.J. Burgess (Victorious PORT), A.S. Mundy (Neptune).

To **ACPOMEA**: J. Baker (Exeter), W.H. Bragg (Drake CFM), K. Fowler (Neptune), I. Hazel (CFM Portsmouth), R.D. Lloyd (Manchester), R.A. Lye (RM Poole).

To **CPOAEA**: S.A. Hardcastle (820 Sqn), T.A. Parnell (845 Sqn).

To **CPOWEA**: J.P. Jones (Drake CFM), I.R. Stace (Torbay), M. Stevenson (Marlborough), J.R. Stewart (Cardiff), A.G. Whitby (Drake CFM), K.J. Wilson (Trenchant).

To **ACPOWEA**: M.W. Brindley (Marlborough), P.G. Maloney (Vigilant PORT), S.J. Marshall (Edinburgh), L.A. Morris (Beaver), M.S.F. Wood (Edinburgh).  
To **CPOCT**: S. Gough (Sheffield).

NAVY NEWS looks back through its pages to recall some of the January headlines of past decades . . .

## THE TIME OF YOUR LIVES



● HMS Danae – one of the ships chosen to play TV's *Warship*, HMS Hero, in 1967.

## Deaths

**Cdr Christopher Dutton Pott**, SHAPE, Belgium. Nov. 20.  
**CPOMEA Ian Pugh**, HMS Argyle. Dec. 2.  
**POWTR Patricia Eves**, HMS Tamar. Oct. 27.

**Capt Charles Drake**, served 1913-37. Returned to service in WWII and was on personal staff of Director Naval Intelligence. In 1943 took part in Operation Mincemeat – "The Man Who Never Was" deception plan (see page 15). Capt Drake carried the pass of the fictitious "Major Martin" before the operation, showing it with his own so that it became convincingly worn. Ships: Emperor of India, Revenge, Royal Oak, Iron Duke, Curlew. Aged 96.

**Cdr Anthony Law DSC, RNVR, RCN**. Served in MGBs and MTBs 1941-45, also as MTB CO and Senior Officer 29th MTB Flotilla. Official war artist. Actions included Channel break-out, North Sea convoys, D-Day and Normandy campaign. Wrote history of 29th Flotilla, *White Plumes Asten*. Transferred to RCN 1946, serving in HMCS Uganda, Magnificent, Labrador, Antigonish (CO), Sioux (CO), Cape Scott (CO). Retired 1966. Became Artist in Residence at St Mary's University, Halifax. Aged 80.

**Lt Cdr Adrian Gallegos MBE**, served 1940-45 and then in M16. Served in Derbyshire (armed merchant cruiser), member of Joint Intelligence Centre Gibraltar, commanded Brest pilot cutter in Mediterranean for Special Ops Executive. Captured by Italians, transferred to Germany, but made eventual escape. Returned to Italy as 2IC of Advanced Tactical HQ of Special Force 1. Died in Spain, aged 89.

**Lt Cdr Patrick Fletcher DSC**. Served 1938-60. Ships: Effingham, Hurricane, Aurora, Wilton, Jervis, HMNZS Bellona, HMNZS Kanieri, Plover, Albion. Won DSC as midshipman in Norwegian campaign. Plotted "bo search" for survivors of torpedoed liner City of Benares (1940). Took part in landing operations in Sicily, at Anzio and Normandy, and the Suez operation. Aged 76.

**Lt Cdr John Harold Parbury**, aged 72.

**Lt Cdr Thomas William Kirkwood RVO**, gunnery instructor. Served 34 years on convoy duty in Atlantic, Mediterranean, Arctic. Survivor of ships sunk by U-boats and bombing. Also served in East Indies and Far East. Was escort officer in charge of one of parties that pulled gun carriage for King George VI's funeral. Aged 87.

**Denis (Soapy) Hudson**, ex-PO, served 1935-51. Veteran of Dunkirk, Russian convoys, Sicily, Korea. Member of HMS Eskimo and Scimitar Associations. Nov. 21, aged 75.

**Charles Day**, gunner, served 17 years. Ships included HMS Rodney during

Bismarck action. Aged 74.

**Frank Hazel DSM, BEM**, Chief OA. Founder member of Wartime Ark Royals' Association, and member of HMS Comus Comrades.

**Arthur Tanky Maddams**, served 1924-48. Member of Rats of Tobruk and Wippham Association. Oct. 13, aged 88.

**Jeffery A. J. Payne**, ex-AB/SD. Ships: Vestal, Michael (1945-47). Member of Algerines Association. Oct. 30.

**Stanley C. Hall**, ex-AB HMS Lioness 1945-46. Member of Algerines Association.

**Frank Mann**, ex-Stoker, HMD Eastbourne 1941-46. Member of Algerines Association.

**A. W. Bill Ricketts**, Croix de Guerre. Ships: Liverpool, French submarine Curie. Member of Majestic-Caledonia 1937-39 Association. Aged 75.

**R. Morton BEM**, ex-CRS served 1943-47 and RNVR 1948-87. Aged 70.

**Thomas Harland**, ex-CPO, HMS Royal Oak survivor. Member of Discharged and Demobilised Sailors & Soldiers Club, Bowness-on-Windermere. Oct. 22.

**Jim Dench BEM**, ex-CPO, served 1935-57. Dunkirk veteran and member of Burma Star Association. Aged 82.

**Frederick G. (Dutch) Holland**, served in HMS Pembroke and St Tudno. Aged 73.

**Charles Brooke**, ex-gunner. Served on board HMS Duke of York and witnessed Japanese surrender. Dec. 1, aged 78.

**Cecil E. (Steve) Collins**, member of Medway Towns branch of Submarine Old Comrades Association. Served in Seascout, Amphion, Alliance, Aeneas, Resolution. Dec. 11, aged 62.

**Tom Meddicks**, member of HMS Kent Association.

**Ron Eley**, member of HMS Kent Association.

**W. A. (Bill) Earp**, ex-AB. Ships: Suffolk, Sussex. Served in Bismarck action, Russian convoys and Far East. Member of HMS Suffolk Association. Dec. 9, aged 72.

**Peter (Joe) Szyczak**, member of Aircraft Handlers Association. Nov. 23.

**C/Sgt Ian Tabart** of Chatham Marine Cadet 501 Unit. Aged 35.

**ASSOCIATION OF RN OFFICERS**

**Cdr J. Benson**. Ships: Grafton, Whirlwind, File, Dryad.

**Lt Cdr D. V. Knight**. Ships: Perseus, Albatross, President, Siskin.

**Cdr J. C. Mansell RIN**. Ships: Dalhousie, Bahadur, India, Narbada.

**Cdr C. B. Mills DSC**. Ships: Tyne, President, Medway, Victory, Dolphin.

**Lt Cdr J. Rutherford DSC**. Ships: Stag, Orion, Guardian, Tamar.

**Lt Cdr R. T. Sallis DSC**. Ships: Jupiter,

Newcastle, Duke of York, Cardigan Bay, Unseen, L26.

**Lt Cdr (E) L. C. Selwood**. Ships: President, Excellent, Howe.

**Lt Cdr (S) C. Wellard**. Ships: Ark Royal, Brighton, Cambridge, Osprey, Raleigh.

**Capt R. White CBE**. Ships: Cape Town, Hawkins, Himalaya, Theseus, Superb, Aphrodite, Chaplet, Hampshire.

**ROYAL NAVAL ASSOCIATION**

The deaths are reported of the following shipmates:

**Arthur Shuter**, Portsmouth. Ships: HMS Ajax and 2nd Escort Group commanded by Capt Johnny Walker. Nov. 28.

**Claude (Bill) Miseldine**, Ferndown. Ex-Stoker served 1941-45. Served in HM submarine Saracen, then PoW Italy and Germany. Nov. 16.

**Frederick Charles (Sandy) Wills**, Poole. Also member of RN Patrol Service Association. Oct.

**Wilfred (Will) Moores**, Congleton. Served in V & W destroyers, WWII. Oct. 31.

**Jim Brown**, Windsor and Southampton. Ex-A/PO. Ships: Kimberley, Diamond, Enterprise. Member of J & K Association, 14th Flotilla and Narvik Associations, Rats of Tobruk and Crete Veterans. Nov. 6, aged 74.

**Jack Simmonds**, founder member Windsor. Ex-CPO Stoker. Ships: Pembroke, Comet, Warspite, Vindictive, Mayina, Wayland. Nov. 16, aged 80.

**Frank Garrat**, Deeside. Served in MTBs and Far East.

**Joe Jones**, life member and former treasurer, Deeside. DEMS gunner on Russian and Atlantic convoys.

**G. Vile**, Taunton. Served in Coastal Forces. Normandy veteran. Oct. 7.

**Doug Woolley**, Uttoxeter & District. Ex-Stoker, served 1942-46. Ships included HMS Ulster.

**Joe Goode**, treasurer, Hincley for over 25 years. Ex-Stoker. Oct., aged 80.

**Rupert Snushall**, Weston-super-Mare. Nov., aged 72.

**Frank Dawson**, Basildon. Nov. 10.

**Dorothy Mason**, Uttoxeter & District. Ex-WRNS. Dec. 6.

**George McGarrie**, founder member Stonehaven & District. Ex-Cpl RM, served 1960-69. Nov. 26.

**Victor E. E. Ward**, Nuneaton. Ex-Yeo, served 1941-54. Ships: Cleopatra, Zest, Ocean.

**Paul Tin**, Skipton & District. Twin brother of Peter – both served in HMS Vesper 1943-45. Nov. 30 in Canada.

**Roy Brooks**, Dartford. Ex-RM, member of 48 Cdo. Oct., aged 75.

## Salvage awards

CREW MEMBERS involved in the following salvage operations may not have received payment as they could not be traced by the payment authorities. Claimants should write to: Ministry of Defence, DFAS/ACS (Imprests) 1A, Attn Mr D. W. Fews, Room 119, Block A, Warminster Rd, Bath BA1 5AA.

**Lochalsh Ferry** – assistance by RMAS Cockchafer/Criccieth, Dec. 85 and by Criccieth/Cairn, Dec. 88.

**Cruise ship Europa & mv Inchon Glory** – HMS Peacock, April 92. **mv Risnes** – HMS Beagle, Oct. 94.

**Tanker Seastar** – HMS Plover, April 92. **P&O Pride of Winchester** – RMAS Bustler/Powerful, Aug. 92.

**mv Danica Green** – RMAS Salmoor, Collier, helo crew HMS Gannet, diving team, salvage officers, May 93.

**mv Mercs Horana** – HMS Brilliant, March 91. **mv Atlas** – HMS Hermione, March 89. **Yacht Sprint** – HMS Ark Royal, July 90. **mv Halina** – RMAS Criccieth, Nov. 90.

**World Hitachi Zosen** – HMS Campbelltown, RFA Gold Rover, April 92. **Reine Mathilda** – RMAS Bustler, Powerful, Foxhound, April 90. **mt Fair Play** – HMS Hecate, Soberton, Oct. 89.

**mv Drasterious** – HMS Hermione, RFA Olna, June 89. **Eastern Falcon** – RMAS Sealyham/Capable, March 89. **Lochalsh Ferry** – RMAS Criccieth/Cairn, Dec. 88. **mv Emily Jane** – RMAS Faithful, Sept. 87.



# 'For the Glory of God and the Good of the Service'

A RUN down grocer's shop at the bottom of Fore Street, Devonport, was the birth place of one of the largest and most respected charitable organisations Britain has ever seen.

The old building was converted into a refreshment bar and on the morning of May 8, 1876, Miss Agnes Weston and her friend and colleague Miss Sophia Wintz opened the first Sailors Rest and Institute for the men of the Royal Navy.

Devonport was a vibrant community serving the biggest dockyard in the world. It was also a sailors' playground, crammed with pubs, music halls and other places of 'ill repute' which Jack could be enticed into with the sole object of relieving him of his hard earned pay.

Pimps and scroungers lay in wait for the unwary and many a sailor woke with a sore head or a cracked skull the next morning to find his money gone.

Agnes Weston recognised the need for a clean, wholesome establishment where the majority of decent men could go to relax, a home from home, away from the sleaze of 'sailortown' and it was the sailors who requested it.

A deputation from the gunboat HMS Dryad, which had just returned to Devonport from foreign service, called at Miss Weston's home in Stoke when Miss Weston was staying.

The sailors asked them to open a home near the docks where they would be welcomed without having to guard against the evils to be found in the 'grog shops.'

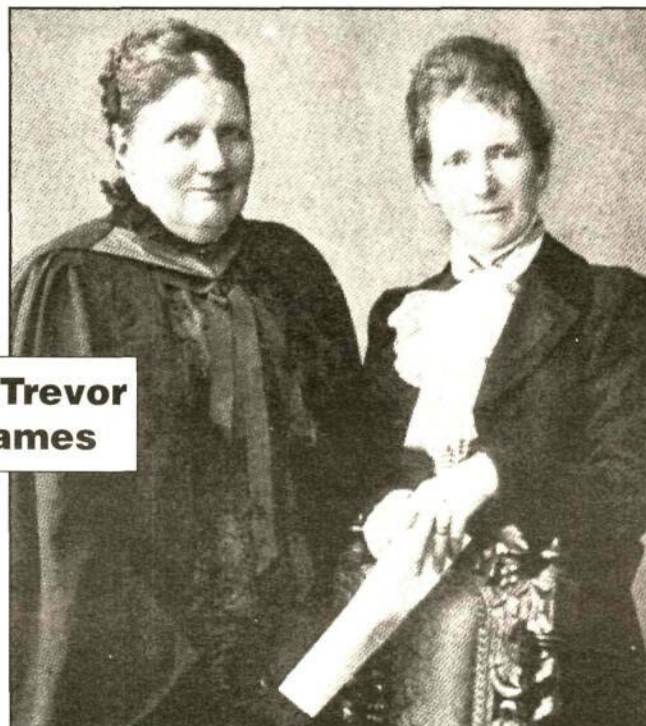
Both ladies were known throughout the service for their work on behalf of boys doing their basic training on board the old wooden men o' war HMS Impregnable, Foudroyant, Implacable and Lion, anchored in the Hamoaze.

The boy sailors came to Miss Wintz's home at Penlee Villas (now Penlee Gardens, Stoke) on Sundays when her mother gave over her large, cosy kitchen for her and Miss Weston to entertain their young friends.

The boys were grateful for the tea and buns they received and never forgot their motherly advice and encouragement.

So it was as trusted friends that the ladies received the men from Dryad and after the meeting they decided to commit the rest of their lives to the welfare of the Royal Navy, albeit with some misgivings.

## Navy News celebrates 120 years of the Royal Sailors Rests with a tribute to founder Dame Agnes Weston and her lifelong friend Sophia Wintz



By Trevor James

● Agnes Weston (left) and her life-long friend Sophia Wintz

For a start, respectable young ladies – and they were ladies in every sense of the word – were not seen running sailors' rest homes. They expected, and received, criticism from shocked acquaintances as well as abuse from the publicans for providing alternative facilities for their customers.

"I 'ates that Agnes Weston of your'n" said one of them to a sailor: "She's a blight on honest trade!" All of this "had as much effect as shooting peas at the Rock of Gibraltar" Agnes wrote in later life.

### Up with the lark

With no business experience or funds, she and Sophia canvassed friends and religious bodies for help and used their own money to pay for the first year's lease on Fore Street.

In her book *Life Among the Bluejackets* (James Nisbet & Co 1909) Agnes Weston wrote: "We were all up with the lark. But the coffee was just hot, the bread and

butter and cakes cut, before there was a loud knocking from outside. The doors swung back and in they came with a rush. For an hour the popular saying was true, you could have walked on the men's heads. Sailors going to catch their boats, dockyard men going to their work in the yard, policemen coming in from their night rounds, and all glad to get a cup of tea, coffee or cocoa and a roll..."

Improvements were made as funds permitted, they never went into debt, and the profits were supplemented by public donations in response to Miss Weston's personal appeals.

A gifted orator, she didn't beg for money; her tactic was to make the public aware of the Royal Navy's fine traditions and to prick the consciences of the wealthy, often addressing meetings in their own homes.

She raised more than a million pounds in her lifetime, an amazing achievement. One of the greatest successes was getting enough money by voluntary sub-

scription to buy out two pubs whose trade had declined because of the Sailors Rest's popularity. They were demolished to make way for extensions.

Eventually the Rest expanded to resemble a multi-storey hotel with accommodation for nearly a thousand men. It was equipped with electricity generators and boilers for hot water and heating.

Waiters wearing starched aprons served sailors, families and friends in the restaurant where they sat on leather backed seats at tables with crisp white tablecloths.

There was poultry, pork and ham; sides of bacon and beef hung in the kitchens and they made their own sausages and bread.

The reading room – stocked with periodicals – the games room, and the billiard hall, were all free, so a sailor down on his luck still had a warm place to go where he could feel at home.

There were single cabins with beds for the men to rent nightly at prices they could afford and they could hire bathrooms with soap and towels provided, all of which was highly popular with sailors who normally slept in hammocks packed close together and usually washed themselves in tubs of cold water.

### Free education

In time, an equally large Rest opened in Portsmouth and others at Chatham and naval bases all over Britain. They catered for every aspect of the sailor's life and employed naval pensioners who knew how to arrange things to their liking.

The facilities were extended to include free education classes for those seeking promotion, and men nearing the end of their service could learn a trade. Families were welcomed (and still are) and there were Christmas parties with presents for the children.

Sailors sons were encouraged to join the Boys Naval Brigade (founded by Agnes and pre-dating the Boy Scout movement) where they were instructed in signalling, drill and so on in uniforms provided by the Navy, who saw it as a good thing.

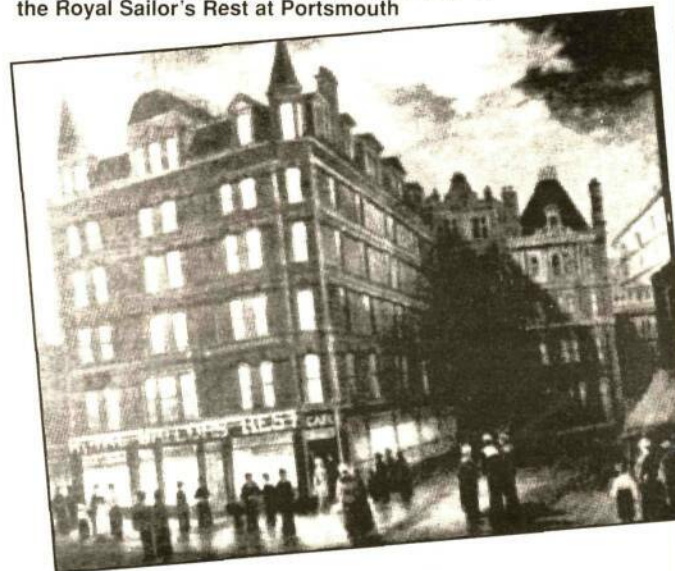
### Temperance

Agnes and Sophia were firm supporters of the temperance cause and meetings were held at all Rests. No one was coerced but most boy sailors signed 'The Pledge', a talk by Agnes was one to remember.

"I pledge my word and honour, God helping me, to abstain from all intoxicating drinks and to stop my grog."



● The Royal Sailor's Rest at Devonport and (below) the a night-time view of the Royal Sailor's Rest at Portsmouth



"Aggies" was patronised by hundreds of thousands of men from all of the Armed Forces during the two World Wars, no one was turned away.

In 1941 the Devonport and Portsmouth Rests were destroyed by fire in air raids but in true wartime spirit both were up and running within just a few days in temporary accommodation.

After the war, two new Rests were built which, together with smaller establishments, continue to serve the Royal Navy today.

### Sudden death

The Devonport Rest, for example, offers badminton, volleyball, sailing, snooker, keep fit and computer games among its many facilities. Agnes would have approved, nothing was too good for her 'Bluejackets.'

She died suddenly of a heart attack on October 23, 1918 at Devonport, aged 78 and still working. She had been made a

Dame Grand Cross of the Most Excellent Order of the British Empire by King George V the previous year, the highest honour that could be given to a woman at that time.

The sailors would have none of it; the GBE stood for: "God Bless 'Er" they said.

Sophia Wintz was awarded the DBE in her own right in 1920 and worked on until her death in 1929.

They were both, in turn, given full Naval funerals with Admirals, civic leaders and hundreds of sailors attending. There were messages of sympathy from the Royal Family.

These were tributes of a special kind, entirely without precedence in the history of the Royal Navy, in recognition of two remarkable women who gave of their best "For the glory of God and for the good of the Service."

**"The sailors would have none of it. They said the GBE stood for: 'God Bless 'Er!'"**

One of the vast numbers of boy sailors, many of them orphaned and homeless, who knew Agnes as 'Mother' Weston, is Mr G.A. Anthony, of Peverell, Plymouth.

At 98 the Naval pensioner who served for 34 years and fought in both World Wars, remembered Agnes Weston well.

He said: "She was a real mother to us in every sense. The boys worshipped her."

"On Sundays there were services with a small orchestra or band to accompany the hymns. There were often guest speakers, but she outshone all of them when she spoke and took care to see to it we got our share of tea and cakes afterwards."

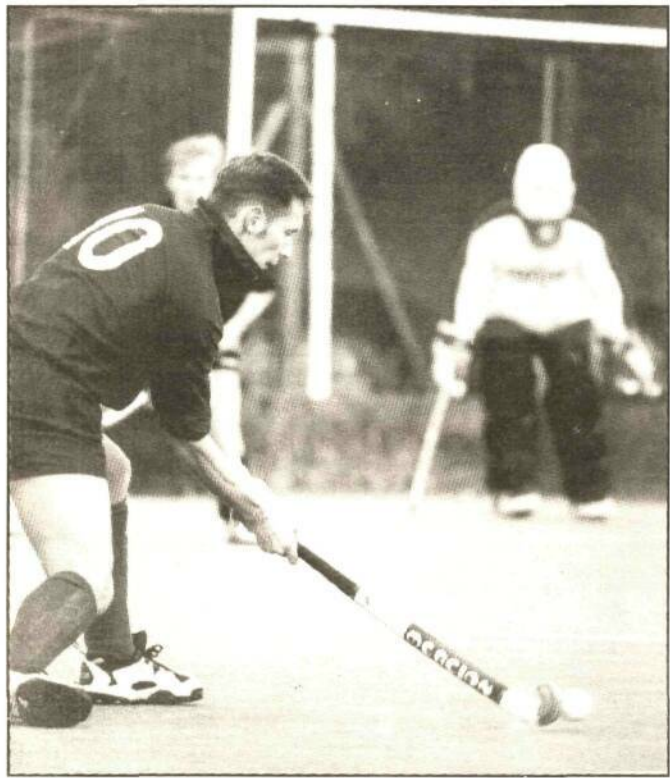
"As for drunken sailors, there weren't too many of them at the Rests – they had too much respect for her."



● The restaurant at the Royal Sailor's Rest, Portsmouth. Waiters in starched aprons served tables with crisp white tablecloths.



# Hockey cup for Sultan as Heron dip out



HMS SULTAN fielded one of the strongest establishment sides in the Hockey Cup's history in the final against HMS Heron at Burnaby Road.

With the closure of HMS Daedalus and RN Engineering College Manadon the Sultan team had plenty of firepower to draw upon, scoring 25 goals in their three games before the final.

Heron's defence, weakened by the early injury of Skipper Ian Bisset, was penetrated first, and a combination of open play and converted corners saw Sultan forge ahead 6-0 to take the trophy for the first time.

Team Manager Lt Paddy Logan scored a hat trick in his final game for the RN (again) with the other goals coming from CPO Steve Keogh, LAEA Jim Mosely and LAEA Al Hendra.

The tournament is sponsored by Lambs Navy Rum who have put more than £200,000 into RN Sport in recent years.

● Above: Sultan's LAEA Jim Mosely sets his sights on Heron's goal in the RN Hockey Cup final. Heron lost 6-nil.  
Picture: POWren PHOT Chrissie Proudley

## ATHLETICS ON THE UP AND UP

NAVY runners Lt Cdr Dai Roberts and Lt Ginge Gough were placed high in a very competitive field in the prestigious Asics Victory Five road race in Portsmouth with 24 minutes 31 (27th) and 25 minutes 20 (66th and 4th veteran) respectively.

Lt Cdr Bob Chapman, the only RNAC runner in the Westward League, has performed consistently well in the first four races and finished 27th (2nds Veteran over 45) in the South West Championships.)

### Seasonal best

And Hampshire RNAC cross country runners produced a seasonal best in the 3rd Lunnons Hants League fixture at Basingstoke.

Vicki Norton (Osprey) was 20th in her first race and was well supported by S Donnelly (Haslar) and C McCloughlin (Dolphin) to ensure a full ladies team for the second time in three races.

Lt Gough (Collingwood) also ran his first Hampshire League race finished an excellent 12th (1st Veteran) and the usual team of J Donnelly, J Potts, S Sheard and M Goodrich packed well to ensure the Navy's highest finish in Division One this season.

## Hampshire grind away to victory

ON A COLD but perfect evening for Rugby, the Navy took on Hampshire in their second game of the season at Burnaby Road.

The Navy were, once again, a young experimental team who took a little while to settle. The first half was fairly evenly matched with Hampshire just ahead 13-12 at the break thanks to a try by Jewit and a conversion and two penalties by Rowledge. Navy fly-half Paul Morgan slotted four penalties.

The Navy opened the second half with a great spell of attacking rugby which led to a solo effort from scrum-half Andy Bains as he scuttled under the posts for a great try. A further penalty by Morgan had the Navy in front and in control at 22-13.

Inexplicably, the Navy relaxed and let Hampshire back into the game. Their scrum half, Taylor, scored an identical try to the Navy effort and with the added conversion, the game was wide open.

Hampshire continued to

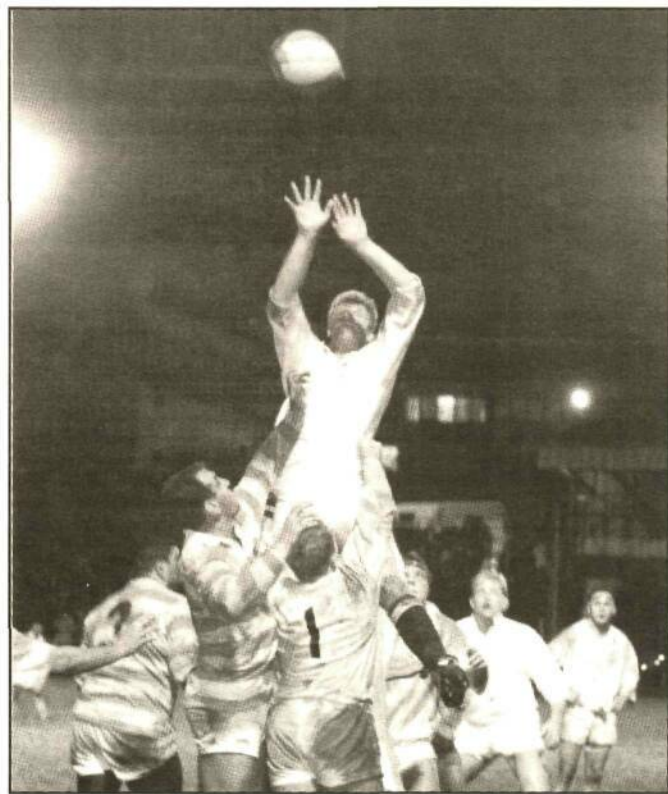
press the Navy line and were rewarded with two late penalties which were both successfully kicked and the final score was Hampshire 26 Royal Navy 22.

A big thank you goes to Tony Gribbon RN who stepped in at the last minute to take charge of the game after the nominated referee failed to turn up.

The Navy continue their build-up this month with Burnaby Road games against Combined London Old Boys (1930 January 22) and the Civil Service (1430 January 29).



● Lambs Navy Rum Brand Manager Lorna Thomas presents the Trophy to Sultan Skipper, LAEA Jim Mosely. Picture: 2SL Photographic



● ARGENTINA GAME: the Combined Service Rugby Squad took on the national side of Argentina in Plymouth last month. Navy players included LSR Nick Bartlett, LS Dave Sibson, Cpl Bob Armstrong and RM Musician Spencer Brown. After a brave performance from the CS, Argentina won 52-6. Picture: LA(PHOT) Andy White

## Army are bewildered by RN talent

THE Navy played their first game in defence of the SW Counties Cup against Dorset at Burnaby Road writes **WO Frank Cooper**.

After their first defeat of the season the previous week, the Navy were keen to get back to their winning ways, but it was Dorset who posed the greatest threat in the first 20 minutes and the RN defence had to work hard to surpress their very mobile strike force.

With an uneasy 30 minutes behind them, the Navy began to regain their confidence and POAEM Nigel Thwaites (Sultan) started to exert consistent pressure on the Dorset defence and an accurate shot in the 42nd minute but the Navy ahead.

Almost immediately after the restart, POPT Nick Haigh (SM2) was clearly fouled in the penalty area and POPT Steve Riley (Temeraire) made no mistake with his spot kick to put the Navy 2-nil up.

The second half saw a much more confident Navy performance, with Nigel Thwaites again causing constant problems for the Dorset defence and his second goal game

## Soccer round-up

was clinically taken after an excellent pass from Haigh on the edge of the box.

By now Dorset were demoralised and a fourth goal from CPO Bob Evans (Collingwood) in the 85th minute confirmed the Navy's dominance.

**Final score RN 4 Dorset 0.  
Royal Navy V Army**

Drawn together at the group stage for the first time since the SW Counties cup inception 22 years ago, the Navy went into this match knowing that they needed at least a draw against a strong Army team to maintain any real hopes of keeping the Cup.

A highly motivated RN team fortunately chose this fixture for their best performance of the season by far. Sharper and quicker to the ball in every area of play, the

Navy produced a slick performance that left the Army bewildered. Nigel Thwaites and Nick Haigh continued in the rich vein of form in attack and POPT Steve Riley was outstanding in defence. CPOWEA Steve Johnson (SCU Leydene) also found his true form and dominated midfield.

Despite their control of the game it was not until the 40th minute that Thwaites got onto the end of a corner ball and shot low into the net to put the Navy ahead.

The Navy remained in charge throughout the second half and Steve Johnson's excellent feed to Nick Haigh on the edge of the box allowed him to round the keeper and foot the ball home in the 88th minute.

**Final score RN 2 Army 0.**

**Fixtures: Jan 16 RN V Prison Service, Burnaby Rd. Kick off 1930. Jan 22 RN V Wiltshire, Burnaby Rd. Kick off 1930. January 29 RN V Somerset at Taunton FC. Kick off 1930.**

## In brief

### Sailors in Oz

AS Navy News went to press six YO's from BRNC Dartmouth were taking on the Royal Australian and New Zealand Navy in a yacht race from Hobart to Melbourne.

Lt Cdr Mike Broughton (815 NAS) is skipping the 38 foot vessel loaned to the team by the RAN. In return, the Royal Navy will provide a boat for the Australians to compete in the Fastnet race in August.

### Rally result

FREEZING conditions took their toll on the Royal Navy Rally Team in the Network Q RAC Rally.

POs Peter Hopkins and David Hudson spent two days battling through appalling weather in their 1300cc Skoda Felicia before sliding wide on ice and hitting a tree.

Peter said: "I'm gutted. We worked so hard for this. If the weather had been like a normal RAC I'm sure we would have secured a good finish." Rally aces Juha Kankkunen and Ari Vatanen were also lost to the conditions.

### Boxing date

THE ABA Boxing Southern semi-finals will be held at HMS Nelson on Tuesday February 18.

Tickets are available from the gymnasium on 01705 724151.

### Flying visit

HMS Collingwood's rugby team paid a special visit to Morpeth, Northumberland, where they took on the Morpeth Select and 3rd rugby teams.

The results were Collingood 52 Morpeth Select 5, and Collingwood 33, Morpeth 3rds 27.

### Cricket course

The Cricket Umpires and Scorers Course is being held at HMS Temeraire from February 3 to 5.

Applications, stating which course is required, should reach Lt Cdr PJW Danks at Temeraire as soon as possible. Alternatively, call POPT Steve Riley on HMNB Portsmouth 23974.

### Heart appeal

If you would like to run the London Marathon in April and think you could raise a substantial sum of money in sponsorship, the British Heart Foundation would like to hear from you.

The BHF has been chosen as one of the official charities of the 1997 Marathon and has a number of places guaranteed. Contact the charity on 0800 106019.

### Chelsea held

The CS Football lost to a powerful Chelsea XI by only one goal at Aldershot Military Stadium.

The game's only goal came with just nine minutes to go when the ball was hammered home by Chelsea substitute Sherrin. The Chelsea side boasted five full professionals and two Georgians from Tiblisi.

The CS squad included LPT's Paul Willett and Paul Barton, OMs Davy Wilson and Steve O'Neil, POAEM Nigel Thwaites, POPT Whisky Haig and OM Norman Thompson.





# Novice fighters show courage and composure

IF THE RN Novice Championships are an indication of how boxing is being affected by the economical cutbacks within the Services, then things are beginning to look better.

No less than 25 bouts were contested in the preliminary and semi-final rounds to produce finals at nine different weights. Teams were entered by all five commands and the level of boxing was at an extremely high standard.

The first bout of the finals night was a lively affair contested by OM Tucker (Scotland) and MA Corker (Portsmouth) both boxers having their first bout in this flyweight final. Both showed good basic skills of jabbing and defending and it turned out to be a great show opener and a points win for Tucker.

The light welterweight final provided the youngest boxer of the evening in Rct Baxter (RM) who at 18 now could become a star of the

## Boxing

future. He fought Mne Bryant (RM) and although both were from the same command they showed no quarter what-so-ever.

Baxter covered well and countered while Bryant went forward aggressively throwing punches from long and short ranges, and Bryant won the decision unanimously after a strong final round.

### Hard work

At welterweight, the crowd were treated to perhaps the hardest bout of the evening. CH Stockdale (Plymouth) never took a step backwards throughout the three rounds but Portsmouth's LWEM

Aransibia was always moving and countering to take a close but deserved points win.

Best boxer of the championships award went to LMEM Stokes of Plymouth for his first-round demolition of Mne Bailey (RM) in the middleweight final and his performance in three previous bouts where he stopped all but one of his opponents.

If there had been an award for composure then SA Kavanagh (Plymouth) would certainly have been the number-one candidate. Throughout the championships he showed great calmness to soak up early pressure only to come back and throw his own solid punches.

In the light heavyweight final against MEM Dawson (Portsmouth) the story was the same, with Kavanagh taking his



● Novice Champion OM Tucker (Scotland) brings down the guard of MA Corker (Portsmouth) on his way to a points win in the fly-weight novice final at HMS Nelson. Photograph: FOSF Photographic Unit

time and picking his punches after early pressure before stopping the Portsmouth boxer at the end of the first round.

At heavyweight, Mne Bragg (RM) used his considerable height and reach advantage to totally out-box Portsmouth's game but stocky AB Junnier.

The Portsmouth boxer always came forward throwing punches but by the third round had slowed down and was shipping heavy punishment which gave the referee no choice but to bring a halt to the bout.

The team results were RM 22 Plymouth 14 Portsmouth 11 Scotland 6 NAC 2.

## Italian job well done

LPT Sean Childs from HMS Raleigh competed in the World Duathlon in Ferrara, Italy.

More than 2,000 people entered the event which involves a 10km run, 40km bike ride and a 5km run.

Sean's time of 1 hour 41 minutes 16 placed him 40th (5th from the GB competitors) in his age group - males aged 25 to 29.

## In brief

### Rugby league planned for the Navy

RUGBY League enthusiasts at HMS Collingwood are working closely with the Army RFL with a view to setting up a similar organisation in the Royal Navy.

POPT Wayne O'Kell, RS Chopper Smallbone and RS Paul Wilkinson want to set up command level teams this season to play next summer, avoiding any conflict of interest with the RNRU.

Their objective they have set for the RNRFL is to get a complete interestablishment / ship structure up and running and to compete in the Interservices in 1998.

Anyone who is interested in playing, coaching or officiating, or even helping with the administration side of Rugby League should contact their PT staff or RS Smallbone and RS Wilkinson on Collingwood extension 2768 or POPT O'Kell on Collingwood 2233.

## Top-flight performance from NAC racketeers

NAVAL Air Command put in a top-flight performance to win the RN Badminton Championships staged at HMS Nelson.

A disappointing turn-out did nothing to detract from a competition in which a close result was always likely, and by the end of a long first day, Naval Air Command had secured a slender lead over Scotland with the RM in a clear first place.

The second day proved to be just as exciting as the remaining 35 matches saw each pair playing their opposite number in each of the commands.

Five matches went the full distance and this was highlighted by a close finale which saw the Scotland first pair of Losh/McLean defeat the Naval Air Command pair of Hill/Martell.

Even though the Scotland pair remained undefeated for the duration of the tournament they

could not prevent Naval Air Command from taking the trophy.

Another fine performance came from Devonport's Pearce who all his matches in the singles competition.

The results were: NAC 39 wins Scotland 33 wins RM 29 wins Portsmouth 19 wins Devonport 10 wins.

Trophies also went to McLean (Scotland) Wallace (Scotland) and Potter (Air) for their valuable contributions.

### Individual championships

The next major fixture on the badminton calendar is the Royal Naval Individual Championships which will be held on February 6 and 7 next year. The venue has yet to be decided.

## Basketball final was a fight to the finish

A HARD and tactically fought game against Portsmouth saw NAC retain the RN Basketball Trophy at a championships hosted in HMS Sultan's new sports centre.

Unfortunately, only four commands were able to enter, but Plymouth and Scotland combined to prove a useful team in the six-match competition.

The results were: Game 1 NAC 67 RM 51 Game 2 Portsmouth 65 Plym/Scot 46 Game 3 NAC 70 Plym/Scot 44 Game 4 NAC 45 Portsmouth 44 Game 5 RM 70 Plym/Scot 57 Game 6 Portsmouth 71 RM 59.

Commodore Rees Ward, RNBBBA Chairman, presented the trophies and thanked the staff at Sultan for all their support and the Royal Marines Basketball Association who co-ordinated the successful championships. Most improved player award was presented to PAC Scott Bouvier from HMS Heron and NAC, who is in his second season.



● Fastest Lady: Lt Claire Norsworthy finishes the Gosport Half Marathon in 80 minutes 14.. Picture by courtesy of The News, Portsmouth

## Navy dominates southern races

NAVY athletes have been dominating road races in the South recently, with some impressive performances in the Hayling Island 10-miler and the Gosport Half Marathon.

Lt Cdr Dai Roberts (CNOCS) won the Island race with a time of 51 minutes 34 and even overtook the race car at one point.

And Lt Gough (Collingwood) was second after running a very steady race, running with a pack and allowing himself to be pulled along in the bad weather before sprinting away smartly over the last 100m to cross the line in 52 minutes 23.

Lt Gough's time made him the fastest veteran and spelt a rare defeat for top local veteran runner Tim Hughes.

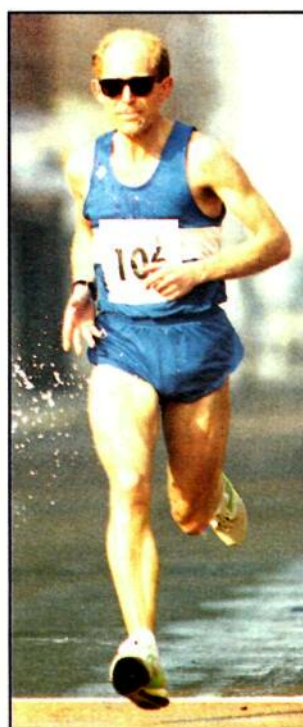
### Gosport Half Marathon

Gosport Half Marathon's fastest lady was Lt Claire Norsworthy who came home in 80 minutes 14, a personal best by over three minutes, and more than two minutes ahead of the next girl.

Lt Norsworthy only took up running a year ago, while serving in Lisbon, and has been concentrating on long distance to put together an impressive series of results in the last few months: 3rd in Plymouth, 4th in Windsor, winner at Harlow and now victory in Gosport.

As if this programme was not demanding enough, Claire has also been racing cross country and last week won the midweek London Services League at RAF Halton.

She is competing in the Navy Cross Country Championships in February and is hoping to run in the London Marathon in April as part of the first RN Ladies' team in the Interservices, and to be invited to participate in the USMC Marathon in November.



● Lt Cdr Dai Roberts (CNOCS) winner of the Hayling Island 10-mile road race. Picture: The News, Portsmouth

## River racers

BOAT crews from Plymouth, Portsmouth, NAC, Dartford and Bath took part in an unusual race on the River Dart organised by Britannia Royal Naval College.

In the annual Plum Pudding Race, the start of the faster crews is delayed to try to ensure that all the boats reach the finish at the same time, with prizes for the fastest and first over the line.

The first Naval crew was the men's four from Plymouth, just five seconds in front of Heron's Novice four who started a minute behind.

The ladies composite eight put up a spirited resistance as they were overhauled by the Bath men's four, who recorded the fastest time of 9 minutes 32.

Two double sculls, a veteran men's from Portsmouth and two female officer cadets from BRNC also survived the conditions to record respectable times. Heron men were awarded the Plum Pudding Blade. Their time of 9.52 was only 20 seconds behind 9 minutes 52 - was only 20 seconds behind the Bath crew.

Anyone interested in rowing should contact Lt Cdr Dunkley on HMS Temeraire 24021.



